

The Hongkong Telegraph

(ESTABLISHED 1881.)

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March 1, 1915. Temperature 6 a.m. 58. 2 p.m. 63. Humidity 75. 53.

March 1, 1914. Temperature 6 a.m. 59. 2 p.m. 60. Humidity 84. 86.

WEATHER FORECAST
FINE
Barometer 30.15

2845 日六拾月正

MONDAY, MARCH 1, 1915.

一拜禮 號一月三年一第 SINGLE COPY 10 CENTS PER ANNUM

TO-DAY'S LATEST WAR TELEGRAMS.

SPLENDID PROGRESS BY THE ALLIES.

OVER 1,000 GERMANS SURRENDER IN FRANCE.

Russians Strike Heavy Blows at Germany and Austria.

STIRRING SPEECH BY MR. LLOYD GEORGE.

[Reuter's Service to The "Telegraph."]

Great Speech by Mr. Lloyd George.

Feb. 28, 8.15 p.m.

Mr. Lloyd George, in the course of a great speech at Bangor, said he was always convinced that the Allies would be victorious, but he added, victory would not be secured without a long struggle. He urged Britons to leave nothing undone to achieve a triumphant peace at the earliest moment.

The Allies, he said, had an overwhelming preponderance in men, natural resources and accessibility to markets. But, above all, the Allies' cause had moral strength. The nation could not endure that had the crime of Belgium on its soul.

Mr. Lloyd George, in a eulogy of Russia, said she was essentially a peaceful country, and the Grand Duke Nicholas was the best friend of peace they had. Germany made this quarrel with the same quiet deliberation as she made a new dye. It was a piece of the purest brigandage in history.

He emphasized that Britain had raised the largest voluntary Army in the world, but it ought to be larger still. The Allies could muster twenty million men, and their enemies barely ten million. The need for arms, however, was greater than for men. Consequently, he appealed to employers, workmen and the public to see that the Allies has sufficient equipment. "We have every reason for confidence, and none for complacency," he said. "Complacency is the rust of a nation."

Severe Fighting in Poland.

March 1, 1.25 a.m.

A Petrograd communique says:—

On the left of the Niemen, north of Grodno, the battle is intensifying, and has been carried far beyond the fortified works. There have been attacks on both sides of the hills, villages changing hands.

The Re-occupation of Prasnyz.

The artillery action at Ossowice continues, the enemy having been reinforced. On Friday night we re-entered Prasnyz. There was a battle all day on Friday for possession of the town, which we recaptured in the evening, the defenders surrendering.

We also made important progress on other sectors in the battle of Prasnyz, the enemy abandoning supplies and wounded. Altogether we sent 5,458 prisoners to the rear on Friday night.

Austrians Badly Beaten.

We badly defeated the Austrians in East Galicia. The Russians advanced from the Tohetchva valley on the front from Iassimovetz to Rosnatoff through a dense forest, which was impassable to artillery. It was necessary for the infantry to force a passage with the butt-ends of their rifles and their bayonets. We captured 4,000 prisoners in this forest.

The fight elsewhere is unchanged.

Allies' Progress in Champagne.

March 1, 2 a.m.

A Paris evening communique says that a German attack on Becourt, near Albert, was immediately checked. The enemy threw two hundred shells on Soissons. We made marked progress along the whole front in Champagne.

More Important Gains by Allies.

The communique continues: Our gains yesterday, north-west and north of Beauséjour, represent two thousand metres. These have been appreciably extended to-day. Two hundred dead Germans were found in one trench alone. We captured, in Argonne, three hundred metres of trenches west of Burenilles, and reached the edge of the plateau of Stenquois.

Yet Another German Attack Repulsed.

The German attack on Capelette, in the Vosges, has been repulsed.

TO-DAY'S LATEST WAR TELEGRAMS.

Important Progress by Allies.

Feb. 28, 4.40 p.m.

A Paris communique states:—

We made important progress at the end of yesterday in Champagne. We carried two German works, one to the northward of Perthes and the other to the northward of Beauséjour. We also gained ground between these points and captured 200 prisoners.

Over 1,000 Germans Surrender.

Over a thousand Germans have surrendered during the last ten days.

There have been lively artillery engagements on the heights of the Meuse. We made some progress at Hartmannsweilerkopf.

Belgian Activity.

The Belgian artillery demolished two of the enemy's works near Dixmude, and their infantry occupied a farm on the right bank of the Yser.

A Belgian aviator dropped bombs on this harbour station at Ostend.

The Germans fired sixty shells on Rheims, thirty at the Cathedral.

Our Sailor King.

Feb. 28, 11.25 p.m.

It is officially announced that His Majesty the King has returned to London from a visit to a portion of the Grand Fleet.

French Reports.

(Official Telegram from French Government via Peking.)

Feb. 28.

On the 28th, a small German squadron threw several bombs on Nieuport, killing one woman and an old man.

French progress is still pursued in Champagne. North of Mesnil-les-Hurlus, the French carried over two lines of trenches, one after the other, and conquered more on the west, including an important fraction of the enemy lines.

The French artillery blew up an ammunition depot in Argonne. In the Verdun region, and on the heights of the Meuse, French artillery took under its fire German artillery, wrecking several guns and exploding a score of ammunition wagons, annihilating a German detachment of 50 men and destroying the encampment.

Between Argonne and the Meuse the Germans sprayed with a burning liquid an advanced trench which French soldiers were occupying. The occupants were severely burned and were obliged to evacuate the trench. A vigorous counter-attack stopped the enemy. At Bois Brule fighting is still proceeding in our favour.

A French aeroplane dropped three bombs or shells over Metz barracks.

The bombardment of the Dardanelles forts was resumed, four forts being destroyed, one of them entirely manned by Germans. Sweeping for mines in the Straits has begun under the protection of the Allies' battleships and cruisers.

(Havas Telegrams.)

French Government Stood now stands at Fr. 89.60.

Yesterday operations were still proceeding in our favour in the Souair and Beauséjour regions. To-day we continued to progress in the Champagne region in the woods north-west of Perthes and north of Mesnil-les-Hurlus. We are fighting with success in the Meuse valley and progressing in Apremont forest, inflicting very serious losses to the Germans.

The French destroyer Dague struck an Austrian mine in Anti-vary harbour and sank.

The French cruiser Desaix made a demonstration at Akaba, but the Turks had fled.

Manifestations in favour of participation in the war on the side of the Triple Entente are spreading all over Italy, causing numerous collisions. Yesterday the police fired at the crowd, killing one man and wounding several others severely.

Bukharest—General Pau paid a visit to the King, the Queen, the Premier and the Minister for Foreign Affairs.

Feb. 27.

French Government Stood now stands at Fr. 89.50. Yesterday we continued to progress in Champagne, north of Mesnil-les-Hurlus, and arrived, after having carried over two lines of trenches one after the other, to the crest of the ground occupied by the enemy. We extended our occupation more to the west by conquering important fractions of enemy lines. To-day we blew up an ammunition depot in Argonne.

Our heavy artillery in the Verdun region and on the heights of the Meuse obtained superiority over the German artillery, demolishing guns, ammunition wagons and depots, annihilating detachments, and destroying entirely the enemy's encampment.

Ex-Minister M. Decrais is dead.

About 40 men-of-war bombarded forts in the interior of the Dardanelles. Our squadron is cruising under the forts at the entrance, which are entirely destroyed. The Turkish fire was feeble and ineffective.

The Russians are progressing vigorously in the Prasnyz region, repulsing the enemy on the whole front.

WAR TELEGRAMS.

EARLIER TELEGRAMS.

The Dacia Captured.

Feb. 28, 3.10 a.m.

A French cruiser has captured the steamer Dacia in the Channel and is taking her to Brest.

[The following from the L. and C. Express of January 29 in regard to the Dacia will explain the significance of the capture:—

The British decision in the matter of the Dacia, or Margaret, has been announced by the British Ambassador at Washington. Anxious to protect American owners of her cargo against loss, the British Government will either safeguard their interests by purchasing the cargo, if the ship is seized, or forward it to its destination without further cost to the owners. It is understood that the Dacia will be seized and brought before a Prize Court, which will decide whether her transfer from British to American ownership was bona fide. Meanwhile, curiosity as to the delay in her sailing grows. Day after day despatches arrive from Galveston that she is on the point of clearing, but nothing happens. There is a tendency in well-informed quarters to believe that something is still wrong with the insurance. It is said that Mr. Breitung, the new owner, having bought the vessel from the Hamburg-America for \$165,000 (\$33,000), a price considerably under her real value, insured her for \$50,000 (\$10,000) in Hamburg. It is also stated that the sale was accompanied by a stipulation that the vessel should not be used to trade with British and French ports. According to the American reading of the rules of transfer any stipulation as to future use would render the transfer illegal, while the gross unneutrality of the transfer, if it can be proved to have been made under the above terms, is self-evident. The impression, indeed, grows, that, as already intimated, we have every justification to seize the Dacia on suspicion.

Admiral Fremantle points out that Art. 56 of the Declaration of London is as follows:—

The transfer of an enemy vessel to a neutral flag effected after the outbreak of hostilities is void, unless it is proved that such transfer was not made in order to evade the consequences to which an enemy vessel, as such, is exposed.

If the Declaration of London is dead, the idea that any neutral would move a finger in support of so-called international law is dead also.

It may also be noted that in a very curious article on the subject the Hamburg jurist, Dr. Noeldeke, says that it is doubtful whether the change of flag would be recognised by German prize law. He observes that German prize regulations stiffen the terms of the Declaration of London on this subject. Paragraph 12 of the German regulations provides that such a change of flag is not to be recognised by German warships if the commander is convinced that the transfer of the ship would not have taken place without the outbreak of war. Dr. Noeldeke expresses his doubt whether "it is to the interests of England" to press her "supposed" rights "in this matter, which is so very important for the United States," but he does not explain whether the German Navy, in accordance with German prize law as he expounds it, would itself capture the Dacia if she came within reach.

[The following telegrams appeared in our Special Edition published yesterday.]

Turkish General Leaves His Army.

Feb. 28, 12.40 a.m.

Reuter's correspondent at Cairo reports that it is officially announced that recent reconnaissance to the east, and also by aircraft, establish the fact that a small Turkish force is still at El Naki, the rest of Djemal's army being at Elanja and Beersheba. Djemal and many Germans have returned to Constantinople.

German Trenches Captured.

Feb. 28, 12.40 a.m.

The Paris evening communique states that one of our patrols captured a German trench on the dunes near Lombortzyde, killing the occupants and capturing a machine gun.

We secured, after a brilliant bayonet attack, five hundred metres of trenches north of Mesnil-les-Hurlus, capturing one hundred prisoners and two machine guns.

We have progressed west of Perthes and north of Beauséjour.

Russians Recapture Prasnyz.

Feb. 28, 2.45 a.m.

Reuter's correspondent reports that it is officially announced that the Russians have recaptured the important town of Prasnyz. The Germans, on February 28, apparently passed to the defensive on the greater part of their front. Their retreat in many places is assuming the character of a rout with cavalry pursuing.

Our advance guards are engaging the enemy on the left bank of the Niemen.

The Russian artillery has annihilated a German force which crossed the Bobr.

Russian artillery at Ossowice is successfully engaging the enemy's heavy batteries.

The Russians have repulsed furious Austrian attacks in Galicia and made numerous captures.

Importance of Epargues Success Confirmed.

(Official Telegram from the French Government via Peking.)

Feb. 28.

On February 24, near Lombortzyde, French artillery destroyed a blockhouse and observation post. The French maintained, in the Champagne region, the progress which they made on February 23, repulsing all the German counter-attacks.

Airmen dropped sixty bombs on stations, trains and gatherings of enemy troops. It is confirmed that the work was very effective.

In Argonne, the enemy made an attempt, which was immediately repulsed, to attack at Marie-Thérèse, while we have made new progress in Cheppy Wood, where the Germans have been unable to retake trenches which they had lost.

The importance of the French success at Epargues is confirmed. On a small part of the captured front more than six hundred German corpses were found. Two German regiments were obliged to leave their positions, after having lost more than three thousand men—about half of their contingent.

French progress at Bois Brule and Apremont Forest is reported.

(Continued on page 5.)

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The Allies have made important progress in the Champagne region.

In ten days, over a thousand Germans have surrendered in France.

A Belgian aviator has dropped bombs on the harbour station at Ostend.

The steamer Dacia has been seized by the French and taken to Brest.

The King has returned to London from a visit to a portion of the Grand Fleet.

It is officially announced that the Russians have recaptured the important town of Prasnyz.

The Dardanelles forts have been completely demolished, except Kumkale, which is partially destroyed.

The Allies have secured 500 metres of trenches north of Mesnil-les-Hurlus, capturing 100 prisoners and two machine guns.

A trawler has landed at Lowestoft, two German aviators, who were picked up in the North Sea clinging to the wreckage of a seaplane.

A small Turkish force is still at El Naki, the rest of Djemal's army being at Elanja and Beersheba. Djemal and many Germans have returned to Constantinople.

The Germans, at Malancourt, have sprayed one of the Allies' trenches with burning liquid. The trench had to be abandoned, the occupants being seriously burnt.

Near Verdun, the French artillery wrecked some guns, exploding about 20 ammunition wagons, annihilating a detachment of Germans and destroyed an entire encampment.

NEWS.

Saturday's sport is reported in this issue.

"Jottings by the Way" appear on page 4.

Further Notes on the Crisis appear on page 4.

An analysis of the results of the Races is given to-day.

Some reflections concerning the Bazaar Meeting appear in an article to-day.

General news and an article headed "German Insults to the Red Cross" appear on page 3.

"Our Contemporaries" appears on page 2, Commercial News on page 9 and Log Book on page 6.

The marriage of Lieut. V. G. Smyth and Miss Veronique Walker took place this afternoon.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

The Quaints, Theatre Royal—9.15 p.m.

TO-MORROW.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

Sale of Porcelain and Curios, G. P. Lammer's Sales Room—2.30 p.m.

The Quaints, Theatre Royal—9.15 p.m.

Wednesday, March 3.

Auction of Race Ponies outside City Hall—3 p.m.

Thursday, March 4.

Hongkong Horticultural Society's Annual Show—Botanic Gardens.

Friday, March 5.

Hongkong Horticultural Society's Annual Show—Botanic Gardens.

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Hongkong, 16th August, 1910

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to No. 14, Graham Street, 1st floor.

Hongkong, 29th Jan., 1913.

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Hongkong, 3rd October, 1913.

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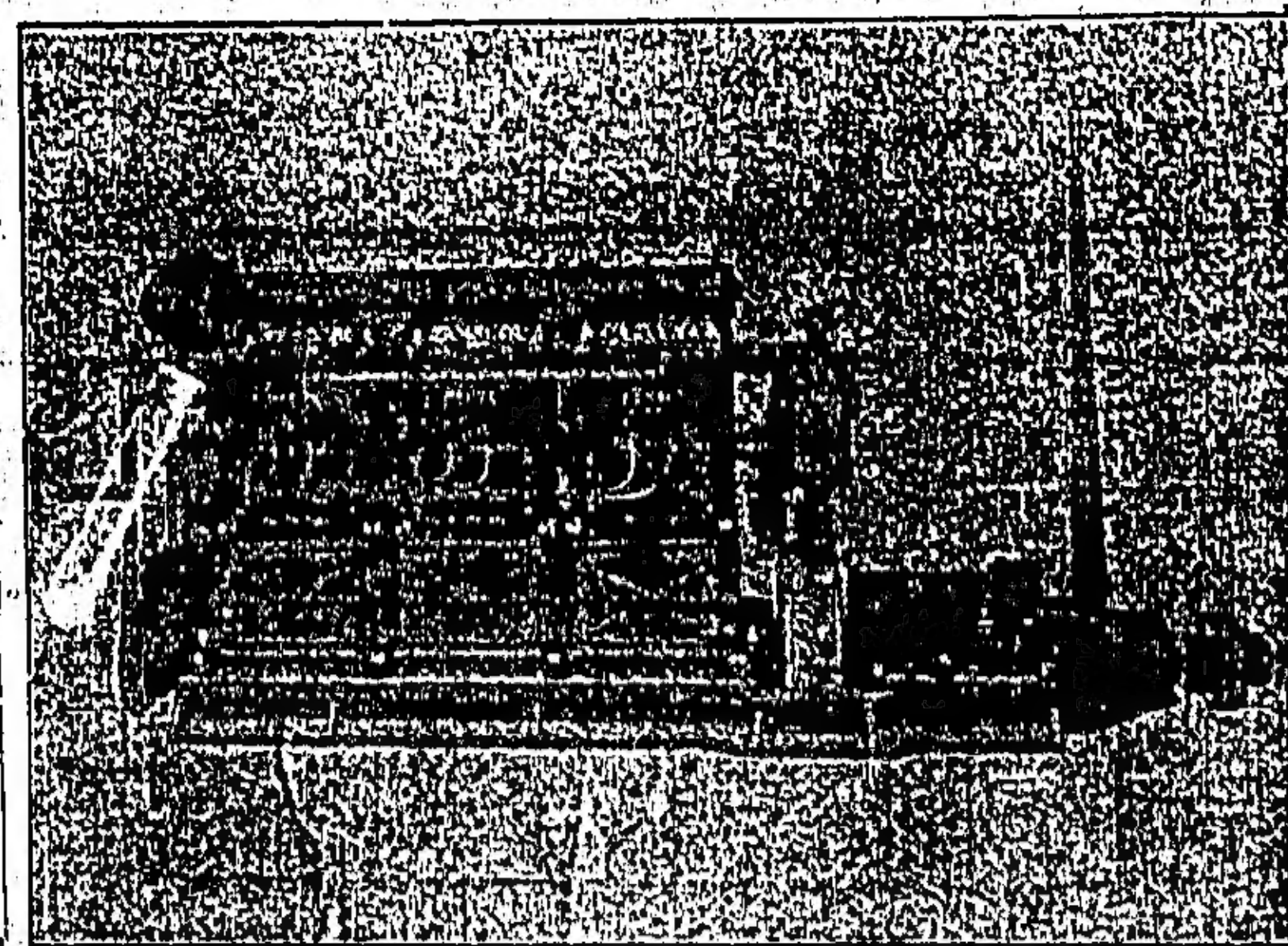
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South China Morning Post

Philippine Publicity.

We confess to a good deal of interest being awakened by the proposal which is energetically championed by a Manila contemporary in favour of the publication of an official pamphlet, well illustrated, setting forth the beauties of Luzon and the neighbouring islands, from the view point of the tourist. On some minor scale this has been done in the past, and probably the newspapers on the China coast have contributed a little to the popularity of the Islands during the past few years as the result of the visit of some press representatives. Even in Hongkong, we have on many occasions hinted at the necessity of emphasizing the many attractive scenes on this Island and the immediate neighbourhood which would strongly appeal to the tourist, and, thanks to the enterprise of shipping firms, a great deal has been done to bring the natural beauties of this part of the world before visitors.

Daily Press.

The Conservancy of the West River.

After the terrible experience of flood through which the valley of the West River passed last year, it is not surprising to hear that the inhabitants of that region are becoming anxious, as they see the spring approaching, lest there should be a repetition of the catastrophe this year, and are asking what is to be done to ensure safety from this perpetual menace. There does not seem to have been much progress made towards a practical solution of the problem beyond announcing the profound dictum that "something ought to be done." Nor need this impose cause surprise; the conservancy of the West River, which is only one among many streams needing attention, would be an expensive undertaking, and China is finding it hard enough to raise funds for her current expenses without embarking on further works which, however laudable and beneficial, have been dispensed with for so long that a further delay of three or four years will scarcely imperil the existence of the Republic. In saying this we are not blind to the terrible amount of suffering and distress these periodic floods occasion; we do not overlook the economic harm they do the country in suspending all commerce and agriculture over large sections of the land; we are aware of their political effect in depriving large numbers of the populace of their means of livelihood and so creating a favourable breeding ground for brigandage and like disorders.

China Mail.

Life Saving after Naval Disasters.

It may be added that Mr. Yarrow is a strong advocate of the application of oil to the limbs, so that when immersed the effect of the cold water will not be felt so seriously. Indeed, his friend, Mr. Marriner, has made a number of most interesting experiments as to the effect of immersion in cold water, establishing great advantage where animal oil or natural filtered petroleum jelly has been well rubbed into the surface of the body. This idea is worth carrying out, even by the troops at the front, because an abnormal number of cases of breakdown on the part of the men is due to frost bite. If friends would send a supply of oil or petroleum jelly to the soldiers, and this were applied from time to time to legs and feet, there would not only be greater comfort, but an appreciable reduction of frost bite. We know of cases where these results followed upon such a use of oil. Thus the terrors of naval disasters are being considerably lessened, and it is consoling to learn of what is being done for our brave sailors who have been doing their work so quietly and effectively.

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GENERAL NEWS

Manila Rioter Sentenced.
Captain Maximino Pundarawan, one of the leaders in the Christmas eve disturbances in Manila, has been found guilty of conspiracy and sentenced to three years' imprisonment. The police are said to be gradually arresting the remaining members of the gang and similar charges will be filed against them and a dozen or so other conspirators now in custody.

Forbidden Exports.
A supplement to the London Gazette, issued recently, contains a proclamation prohibiting the exportation of clover, and grass seeds and motor vehicles of all kinds and their component parts to all foreign ports in Europe and on the Mediterranean and Black Sea other than those of France, Russia (except Baltic ports), Belgium, Spain, and Portugal. The Proclamation further forbids the exportation to all destinations abroad of whale oil, viz., train, blubber, sperm, or head matter.

Sir W. Osler and Population.
Sir William Osler, Regius Professor of Medicine at Oxford, speaking recently to the officers and men of the 7th and 8th Battalions of Kitchener's Army (Oxon and Bucks Light Infantry), said he was glad to hear from their Colonel that a large proportion of the men in Oxford had come forward and been inoculated against typhoid. It was the plain duty of those who had not done so to follow the example of their comrades. He hoped they would not listen to the cranks who were circulating literature against typhoid inoculation.

Winged Words.
How many phrases directly created by the war will go down to posterity? So far the output has not been large. We have the Churchillian "a certain liveliness," to which, by the way, there is a curious and interesting parallel in the "certain animation and activity" which figured in a Russian communique published recently. There is also the historic "scrap of paper." Certain Nietzschean phrases have also achieved greater currency during the past few months, but all of them were previously well known to students of modern literature.

Foreign Law-Students in London.
In referring recently to the list of the results of the general examination of students of the Inns of Court held in Middle Temple last December, we (*London and China Express*) drew attention to the fact that it contained a far greater proportion than usual of names of foreign students, and particularly of those from the East. The same remark applies to the Hilary Term lists of those called to the Bar, thus indicating that many British students have abandoned their legal studies to fight for their country. It would appear that even the ranks of barristers will be greatly thinned by the war, since many are already at the front or in training, while the source of supply, as we have seen, is at any rate temporarily cut off.

French Secondary School in London.
A Lycee (secondary school) for boys and a Lycee for girls were opened on January 18, under the auspices of the Institut Francaise du Royaume Uni, Marble Arch House, for the children of French and Belgian refugees who are unable to attend an English school owing to the difficulty of the language and the difference of the method of teaching. Free tuition will be given to the children of French and Belgian refugees and to French, Belgian, or English children whose fathers are at present serving in the Army or Navy. The programme of the Lycee will be exactly that of a French Lycee. The London County Council has kindly made arrangements for the pupils to take games and sports with the children of their schools. It is entirely due to an extremely generous gift by Mr. Emile Mond, member of the Council of the Institut, that the Lycee has been made possible. The London County Council has kindly given the necessary furniture and the proprietors of 15 and 17, Buckingham Palace Gardens have kindly lent the premises.

NOTICE

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THE RED CROSS

English Doctors Tried as Spies.

Five British Army doctors—three attached to the R.A.M.C. and two civil surgeons of the Red Cross—arrived from Germany recently after five months of captivity. Two of them, Dr. L. J. Austin and Dr. A. R. Elliott, were within an ace of being shot as spies. The remaining three, Captain E. S. B. Hamilton, Captain C. T. Edwards, and Lieutenant W. S. Danks, of the R.A.M.C., suffered in Germany, like the Red Cross surgeons, all the indignities and insults that could possibly be heaped on the hated English.

They said that at Magdeburg in the last days of confinement they were fed on margarine and black bread and strong doses of the *Cologne Gazette*. The general treatment accorded the officers was that of criminals, says the *Daily Mail*. The English were picked out not only for the gibes and insults of the people but also for the worst treatment in prison. In the streets of Cologne a mob tried to lynch the British doctors, and their howl of baffled rage as the prisoners escaped into the gaol was one that will linger long in the memory. "Schweinehund" was the most popular of the milder epithets. The junior German officers outdid their seniors in arrogant brutality and always boasted of vague victories over the English.

Dr. Austin and Dr. Elliott reached the front on August 16 and on the 17th were sent to form a hospital at Namur. In the company of a Belgian count and a chauffeur they ran by mistake right into the German lines and were at once taken as spies, though they had passports for France and Belgium, contracts signed by Sir Frederick Treves, and full identification papers. They were held before "a passageway of great importance," stated to be the general in charge of the First Army Corps.

Dr. Austin says: "He was a tall, big, bristly man, in a green cloak. When Dr. Elliott and I saw him he was examining maps. Glancing from them to us he said brutally in English: 'Obviously a spy!' Then he looked about for a nice, strong tree close at hand. An English-speaking officer addressed him, and we were carried back to a little house where a solemn court-martial was held.

"This was made up of the Commander-in-Chief, the interpreter, and a military judge. The four of us were each given an hour's examination separated from each other. The first half-hour was devoted to questions about how we got there, and the second half to what we knew about the English Army and Fleet. Of course, I know nothing and said so. They thought I was lying, and the interpreter solemnly cautioned me: 'I wish to begin by warning you that you are under suspicion of espionage, the penalty for which you doubtless know.'

"Then they stripped me naked and searched for hidden

documents. They took away my pocket knife and, of course, my money. Afterwards the latter was returned. After this examination another interpreter said: 'Gentlemen, you have been incredibly foolish to come near our lines. I don't know what will become of you. But one thing you may be sure of—you will be treated as gentlemen.' That night we slept on a bundle of straw in the little house. Next day we were again interviewed.

"A tall, good-looking, gentlemanly Prussian with closely cropped hair (who afterwards turned out to be Prince Henry XXXIII. of Reuss) examined us. He was very suspicious and made out we were British officers trying to get information under the guise of the Red Cross. He asked a good deal about the Expeditionary Force which he said was going to Antwerp. He asked me the numbers of troops in India, South Africa, and Egypt, the proportion of blacks among them, and the like. In the end he shook hands and left us, saying he did not know our fate but thought we should be employed to look after wounded Belgians or wounded English—if they were foolish enough to come to the Continent. We should not be allowed to go back to England, for we had seen too much of the German Army passing on the way to Maastricht. They were magnificent.

"We spent another night in a hut, and next morning were hurried off to Malmédy. All the time the troops swept by. The field batteries all moved, with 36 guns each. Once I saw half a mile of pontoon. Next we went to Burg, and there we first heard the jeers of the German populace. Little girls waving their fingers across their throats to show what would be done to us. Then we were put in a cable truck out of which horses had just stepped.

"Ullingen next, and we were marched six miles across country to be exhibited to the troops. Back to the same spot to be entrained again in cattle trucks. We slept at Gerolstein in a shanty. Then to Cologne, standing most of the way. Arrived at Cologne we were marched through the city to a gaol two and a half miles away. The crowd wanted to kill us, and mounted police headed them off; guards beat them back with the flats of swords. One man in idiomatic English bawled 'You English; it serves you right.'—What a way to see Cologne Cathedral for the first time, I thought to myself. The crowd gave a last despairing howl of baffled rage as we were hustled into the gaol.

"At last we were out of their clutches. I went into cell 73 and was examined by an English-speaking officer. This was now Friday—I had been captured on Tuesday.

"Next day it was explained that there were grave doubts as to my being a doctor. I underwent an examination for my life. The chief surgeon on the staff of the Commandant of Cologne examined me through an interpreter. I was asked signs, symptoms, and treatment of pneumonia; secondly, I was shown a spot on the tenth day we were allowed to talk

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abdomen of the surgeon and asked: 'If you were stabbed there with a bayonet what anatomical organs would be hit? My friend Dr. Elliott was asked about the bacteriology of typhoid fever, etc.' They held a consultation, and at last announced the result of the queerest and most important examination I ever went in for. The mental torture of school examinations was nothing to it. The final examination was held on the Monday by a court of several officers. Twelve days' additional solitary confinement with nothing but a German grammar completed the treatment.

"I was allowed to see or speak to nobody. We exercised in a courtyard half an hour a day, 180 paces round, 15 paces apart, 3 guards with loaded rifles, and we were not allowed to hold any communication with each other.

"On the fifteenth day we were told that we should stay in Germany as prisoners of war and be treated as officers. On the six-

teenth day we went to Tergau. There we spent two and a half comparative-ly happy months. We played football and tennis.

"The food was not good, but it kept us alive. One of the most astonishing things was the speed with which the Germans took my money. This they never returned. The Germans paid us \$5 monthly, and of this we paid back about \$3 10s. for food, and spent the rest on little comforts such as we could get."

General Villa's Army Wins a Victory.

Washington, February 22.—Advices received here from government agents in Mexico indicate that General Pancho Villa's army has won a decisive victory over the Carranzistas in the western part of Mexico.

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The Hongkong Telegraph.

HONGKONG, MONDAY, MARCH 1, 1915.

DEMOCRATISING THE DIPLOMATIC SERVICE.

But for the war in Europe, which is naturally uppermost in the public mind, much more would have been heard of the report of the Royal Commission on the staffing of the Foreign Office than has been the case. Important as the question is, especially at the present moment, it has been made no mention of in the telegrams from Home, and for information on the subject we have to turn to the Home papers. And, strange to say, very few of these comment at any length on the Report. A year or so ago there was something of an outcry in democratic circles in favour of democratic control of foreign policy, and this fact alone would have seemed to warrant the view that when the conclusions of the Commission dealing with the Diplomatic Corps were made public there would have been a revival of interest in the subject. Had the European crisis not broken in and taken men's thoughts off this and similar matters, no doubt the Report would have received greater attention and consideration than it has. All the same, one would have thought that, inasmuch as the present conflict is generally regarded as a struggle between democracy and militarism, the occasion would have been taken by the Press to give some prominence to the findings of the Commission and, especially as the recommendations of the Commissioners, if carried into effect, would tend to make the service a little more democratic than it is at present, to reflect on the effect of the proposed changes on foreign policy in general.

It has been recorded that in the early part of the nineteenth century the post of an attaché was generally filled by young men of family and fortune who desired to pass a few months agreeably abroad. And it might be added, without straining the truth, that the state of affairs has not greatly changed in a hundred years. That is not altogether to be marvelled at when we reflect that it is required of a candidate, among other things, that he must possess £400 a year of his own, that he must be nominated by the Foreign Secretary, that he must satisfy a Board of Selection consisting exclusively of diplomats and Foreign Office officials, and that after his appointment he is paid nothing whatever for two years and is for a long period afterwards never paid a salary commensurate with his position and the expenses attached thereto. If the Commissioners have their way, these things will be greatly changed, for they advocate the abolition of the private-income qualification, the enlargement of the Board of Selection by the introduction of a non-official element, the abolition of the Foreign Secretary's nomination, the generalisation of the qualifying examination, salary dating from appointment with a general increase in the rate thereof, and the creation of a clerk class.

While it will be generally conceded that birth and upbringing should be given due weight in the selection of candidates, it must also be admitted that the doors should be opened wider to permit of the entry of those who do not spring from the wealthy aristocratic class but who, if given the opportunity, would prove their suitability on more essential grounds for a diplomatic career. Powers of observation and readiness to take responsibility are of greater consequence than irreproachable table manners, and these qualities are the monopoly of no one particular class. The young diplomat to-day too often has a narrow and circumscribed outlook on life. He is hemmed in by the official crust, he clings together with those who think and talk as he himself does, and all too seldom does he get close to the real national consciousness of the country in which he sojourns. By democratizing the Diplomatic Corps, and by encouraging the entry of men of wide outlook and imagination, not only will the Empire be better served, but the new atmosphere created in the chancelleries of, say, Europe would assuredly have consequences of which it would be difficult to foresee the ultimate effect in the history of the nations.

Vulgarity in the Pulpit.

"Billy" Sunday, the revivalist whose eccentricities we referred to in a recent leading article, may be interested to know that his fame has reached London, and that the *Globe* has had a few remarks to make about his methods. "About twelve or eighteen months ago he suddenly decided that he had 'got religion,' and imported into the pulpit all the brazen lung-power of baseball, and the appalling slang in which the game is replete. As we have already hinted, it is quite easy to do Mr. Sunday an injustice in criticising his methods, unless we continually bear in mind the fact that one man's meat is another's poison, and that the words which will nauseate one person will go a long way towards saving the soul of another. We are not going to offer to take up the cudgels for mountebankism in the pulpit, and we are as far as any of our readers can be from wishing to see slang imported into the serious affairs of life. At the same time we would submit that 'vulgarity'—i.e. something pertaining to the common people—is a much misunderstood term. Christ himself used the language of the common people in His parables; St. Jerome translated the Scriptures into that language; and the great Reformation homilists, some of the early Protestants (notably Latimer in his 'Sermon of the Plough') and our old friend John Bunyan, all used a form of speech that would appeal forcefully to the most ignorant. We have far less quarrel with Mr. Sunday on account of his language than on the score that he whose 'conversion' is a year or so old should be laying down the law to persons who have been unobtrusively following practical Christianity for forty or fifty years.

What Boys Read.

Another interesting question recently raised by the *Globe* is as to the story books which the modern British boy delights in. The Chief Inspector of Reformatory and Industrial Schools has contributed his opinion, which is well worth listening to. It seems that the boys with whom his work brings him in contact do not care for 'Tom Brown,' for Dickens or for Scott, though some of the older boys read Merriman, Mason and Stanley Weyman. Some, too, read Stevenson, but the Inspector is careful to point out that while 'The Black Arrow' is intensely popular, 'Treasure Island' can scarcely find readers; and his explanation of the latter fact is that 'the hero is too natural and does not perform the extraordinary and impossible deeds which a boy expects from the hero of the book he is reading.' There can be no doubt as to the accuracy of this gentleman's explanation; nor can it be argued that the boys whom he has observed are no criterion for boys as a whole, for his remark about 'Treasure Island' applies not only to boys in general but to an alarming number of adult readers as well. Why is 'Pendennis' less popular than 'Nicholas Nickleby'? Because, in the first, men speak and act pretty much as they do in real life, while, in the latter, they say and do things that no mortal man ever said or did yet.

'Briton' or 'Britisher.'

Once again, in the Home press, we find exception taken to the term 'Britisher'; and one irate letter-writer, in speaking of a gentleman who has made use of the obnoxious word, says: 'May I ask what his own nationality is, that he thus abuses the King's English? Surely, we most of us prefer the term 'Briton'.' This is just what 'we most of us' (a good phrase, by the way, for one who sits in judgment on the English of others) do not prefer. We are not going to set out to defend 'Britisher,' etymologically (though perhaps it might be excused as a Germanic importation), but since custom and precedent play such an enormous part in our national life and in all that pertains to it, we see no reason to make a coil about the use of this particular word. 'We most of us' very strongly object to using 'Briton,' except poetically or rhetorically, because each healthy Britisher (we have every intention of sticking to the word) has a feeling that 'Briton' smacks of the melodramatic—the which he cannot abide.

DAY BY DAY.

ANY MAN CAN BE IN GOOD SPIRITS WHEN HE IS WELL DRESSED. THERE AIN'T MUCH CREDIT IN THAT. IF I WAS VERY RAGGED AND VERY JOLLY, THEN I SHOULD BEGIN TO FEEL I HAD GAINED A POINT.—Dickens.

The Weather.

Lower level 8 a.m. Temp. 60; clear.
At the Peak 8 a.m. Temp. 51; clear.

Count the Columns.

On Saturday the *Telegraph* published 45 columns of solid reading matter. To-day there will be 33 published.

The Mails.
Siberian Mail.—Due per s.s. Linan to-day.
American and U. K. Mails.—Close per s.s. Persia to-morrow at 11 a.m.

Up to the Minute—Share Market News.

Closing prices:—
Cantons.—\$356, buyers.
Steamboats.—\$24, sellers.
Indo-Chinas.—\$76.
China Sugars.—\$109.
Hongkong Hotels.—\$121, buyers ex div.
Central Estates.—\$95.
Ewos.—Tla. 135.
Laoa Kung Mows.—Tla. 84, buyers.
Peak Trams.—\$10.

The Dollar.
The rate of the dollar on demand to-day is 1s 9.5-16d.

Alleged Attempted Suicide.
A woman who has been admitted to the Government Civil Hospital is alleged to have endeavoured to commit suicide by jumping from a cook-house window to the ground, a distance of 25 feet. She was unconscious when picked up.

Bar-boy's Complaint.
The bar-boy at Mount Davis has reported to the police that someone has broken into the bar and stolen \$50 in money.

Junkmaster's Story.
The master of fishing junk No. 933A has reported to the Police that on February 27, when off Waglan light-house, the s.s. Sun Tai collided with and sank his junk. The ship stopped but rendered no assistance to the junk's crew, which was picked up by another fishing boat. No lives were lost and no-one hurt. The junk and gear were worth about \$2,500.

The Derflinger as a Prize.
The Prize Court at Alexandria has condemned as a lawful prize the Norddeutscher-Lloyd steamer Derflinger. The ship, which put in at Port Said, homeward bound at the beginning of the war, was a convertible cruiser, fitted with gun mountings and wireless installation. The Derflinger is a steel twin-screw steamer, built at Danzig in 1907, and of 9,144 tons gross.

FOR THE FRONT.

Full List of Volunteers Who Have Left Hongkong.

Below we give a full list of men who have volunteered from Hongkong and district for service at the front, and who have passed the authorities and left for Home:—
A. F. Briggs, G. O. J. J. E. W. Evers, H. E. Victor, C. A. J. Wilkie, R. Hielgers, A. N. Joseland, B. Forster, R. Lapeley, G. W. Rogers, A. Hall, G. D. Procter, E. H. Coleman, F. Lobel, J. Bateman, E. L. Bragg, W. Wilson, D. Blenkiron, W. G. Golding, M. Griffin, G. Hermitege, H. J. May, J. Mooney, J. Soares, A. H. Hyndman, G. E. Gumprecht, R. Hensell, A. P. Wilson, R. Godes, P. Shennett, F. V. Dean, A. Pattison, A. P. Storrie, L. O. Collins, C. H. Millins, A. McLenn, R. N. Barton, J. Watt, G. Haden, R. O. Ryder, J. E. Cooke, R. Beattie, J. T. Robertson, N. O. Chanyut, H. J. White, W. Ladd, R. H. Fairley, W. M. Steven, C. E. M. Olive, C. West, H. G. D. Key, A. D. Shawan, W. B. Chatham, G. K. Chatham, G. Powell.

NOTES ON THE CRISIS.

THE CAPTURE OF THE DACIA.

Significance of the Dardanelles Bombardment.

The capture of the steamer Dacia by the French raises some interesting questions of international law, and doubtless a good deal will be heard of the matter before the incident finally closes. It will be recalled that the loading of this vessel with cotton at Galveston was suspended some six weeks ago when the controversy about her transfer to the American flag arose, and subsequently the U. S. State Department was notified by the British Ambassador that the British Government would not guarantee an uninterrupted passage for the ship on her voyage to Rotterdam, the port to which she was consigned. That intimation was based broadly on a reluctance to create a precedent which, it was felt, would be followed by many similar purchases of German ships in America, and efforts to operate them on former German trade routes.

Not an Ordinary Case.
Britain, of course, has no wish to assert a right to interfere with ships purchased and transferred to the American flag in a legitimate way. The objection to the transfer of the Dacia was that it was not genuine, the British Ambassador intimating that Britain believed that the American purchaser was really acting for German principals. This case is not without its special features, since the Dacia was carrying a cargo which, admittedly, is not subject to seizure. At the time of delivery of the British objection it was inferred that if the owners of the cotton did not make other arrangements for its shipment to Germany, and the vessel put to sea, the cargo would either be unloaded in an English port and placed at the disposal of the owners to forward to Germany by a neutral ship proper, or appropriated by the British Government upon payment to the owners of its face value.

Taking a Chance.
Now, however, the vessel has been seized by the French, not the British, and further developments in the case will be awaited with interest. The owner of the ship was no doubt informed of the British attitude on the matter, and in spite of it he appears to have taken his chance. There can be small doubt that, in the peculiar circumstances, this seizure is justified, and it is not without significance that when the matter was under discussion some weeks ago, American press opinion was almost entirely fondly supporting the contention that Britain would be well within her rights if she intercepted the vessel at sea.

A Pitiable Alliance.
The destruction of the Dardanelles forts by the Anglo-French fleet is, without doubt, one of the most important events yet recorded during the war. It is a blow not so much against Turkey as it is the smashing up of the whole German plans for the furtherance of which the Kaiser made an ally of the Sultan. The whole objective of Germany's alliance with Turkey was the preservation of the Dardanelles from a visitation by Allied warships, and now all efforts in this direction have failed. The extent of German collision with Turkey is strikingly shown by the fact that one of the forts was found to be manned entirely by Germans. But all has been in vain, and with the way now open to Constantinople, the Porte must rue the day when she allowed herself to be made the dupe of Germany. The whole alliance has been a pitiable venture from beginning to end.

Bad Season in Switzerland.
Copenhagen, January 27.—A message from Berlin reports that the winter season in Switzerland is so bad this year that scarcely any hotels are kept open. There are a few German guests at St. Moritz, but still fewer English or Americans, and hardly any French or Russians. This means a very serious economic loss to Switzerland.

JOTTINGS BY THE WAY.

"Where have you been?" asked a languid nobleman from Kowloon of an acquaintance who was crossing by the same ferry. "I've been—" said the other, and a vulgar young man he evidently was—"to the cinematograph, to see the war pictures. Where have you been?" "Oh—playing bridge at Government House," said the aristocratic one with a careless jauntiness. He failed to add, however, that somewhere about a hundred other people had been doing the same thing.

Thursday not being a race day, the P.W.D.'s tar boiler decided to provide sport on its own account by taking one or two canters up and down Queen's road on that day—to the enthusiastic delight of ladies who were out shopping and of men who were tiffing within reach of the smuts.

We read in the Indian papers that the people of Baroda are agitating in favour of having a Sanitary Board. They're welcome to ours, De'il ken.

From the Times list of Wills and Bequests: "Mr. — of Liverpool, left £8,000 and his gramophone records to his faithful friend, Miss —." One feels that a mere six thousand pounds is but a poor set-off against being saddled with the custody of a batch of gramophone records.

Palling off a five-dollar bet at two to one is not altogether the same thing as drawing a winner in a thirteen hundred-dollar cash sweep. Unfortunately for the peace of mind of one of our readers his wife thought it was—and it took him all the evening to prove to her that, in handing her her ten dollars, he was not keeping back the odd twelve hundred and ninety as commission on the deal.

Colonel Cornwallis West's solicitors indignantly contradict the report that their client has been shot as a spy. Seeing that this report was in all the American papers, we should have thought that sufficient and the contradiction of the Colonel's solicitors quite superfluous.

We understand that it was only quite the best people who stayed away from the Italian Opera Company's performances during the past fortnight.

We further understand that there was much disappointment in certain theatre-going circles when it was learned that, although the exigencies of the drama required Othello to appear with a blackened countenance, he did not propose to play either the bones or the tambourine.

From a small boy's letter to his father in Hongkong: "For about the last month I've been able to whistle with my fingers in my mouth, and I can now do it with any two or three fingers." Then may Allah help the neighbours!

CORRESPONDENCE.

[The opinions expressed by the correspondents are not necessarily those of the "Hongkong Telegraph."]

A CRYING NEED.

Sir,—Your inquiring "Heretic" is, I think, rather wasting his time in trying to open up subjects, which after all, are a little too specialised to gain much attention in a commercial community such as Hongkong. There is one crying need, however, in the Colony, which I should like to see him turn his pen to, viz: Why should not the community of Hongkong elect one or more members to sit upon the Legislative Council? It would serve to impart a touch of interest and life into our political stagnation, and might, possibly, eventually lead to that gutter outside the theatre being covered over. Perhaps also, some of your more thoughtful and cultured readers could be induced to express their views on the subject.

Yours etc.
DEMOCRAT.
Hongkong Feb. 27, 1915.

THE RACES.

FULL ANALYSIS FOR THE MEETING.

How Owners, Jockeys and Ponies Fared.

Owners.	1st	2nd	3rd
Mr. John Peel	13	3	6
Sir Paul	9	0	8
Mr. Ezra	3	2	3
Dr. Forsyth	3	3	0
Mr. Shellim	2	2	1
Mr. John Johnstone	2	1	0
Mr. Ellis Kadorie	1	8	10
Mr. Tierce	1	4	1
Meers, Shellim and Gilpin	1	1	1
Mr. Medico	1	1	1
Mr. Cunningham	1	1	0
Mr. Nemazee	1	1	0
Mr. Horsford	1	1	0
Mr. Gilpin	1	0	1
Mr. Trio	1	0	0
Mr. Billiards	1	0	2
Mr. Moonraker	1	1	2
Mr. Adams	0	1	1
Mr. Bruton	0	3	0
Mr. Harvey	0	0	1
Mr. Apcar	0	0	1
Mr. D. M. Ross	0	1	0

Jockeys.	1st	2nd	3rd
Mr. J. Johnstone	16	3	6
Mr. Vida	6	3	8
Mr. Burkill	4	8	2
Mr. Knoll	4	3	4
Mr. H. Seth	3	1	3
Mr. Ezra	3	3	4
Mr. Heard	2	8	3
Mr. K. Pope	3	4	1
Mr. Moller	2	3	7
Mr. Adams	0	1	1
Mr. Hickman	0	1	1
Mr. McGillivie	0	0	1
Mr. Sedgwick	0	3	0
Mr. Forbes	0	0	1

Ponies.	1st	2nd	3rd
Lorenzo	2	2	0
President	2	1	1
Amfield	2	1	1
Black Gem	2	1	0
Loomsben	2	1	0
Liberty Dahlia	2	1	0
Perfection Dahlia	2	0	1
Sailor	2	0	1
Thief	2	0	0
Triumph Dahlia	2	0	0
Tinker	2	0	0
Lucky Gem	1	2	1
Majestic Dahlia	1	1	1
Coronet	1	1	1
Annan	1	1	1
Gamester	1	1	1
Shabrag	1	1	0
Australian Chief	1	1	0
Jed	1	1	0
Kukri	1	0	0
Ideal Dahlia	1	0	2
Moffat	1	0	1
Sir Calidore	1	0	1
Standard Dahlia	1	0	0
Soldier	1	0	0
Neptune	1	0	0
Dunrobin	1	1	0
Mascotte	1	0	0
English Chief	0	2	1
Aldwyah	0	2	1
Duke Dahlia	0	2	0
Dreadnought Dahlia	0	2	0
Saxon Chief	0	2	0
Sunstar Dahlia	0	1	4
Swington	0	1	0
Welsh Chief	0	1	1
Joas Mighty	0	1	0
Castellan	0	1	1
Wild Cat	0	1	1
Tarzan	0	1	0
Ploughboy	0	1	0
Bikanir Chief	0	1	0
Whiteboy	0	1	0
Mad Eye	0	1	0
Maybey	0	1	2
Gwalior Chief	0	1	0
Winning Hazard	0	1	3
Canadian Chief	0	0	1
Beetroot	0	0	1
Jaipur Chief	0	0	2
Perhaps	0	1	0
Eijian Chief	0	0	1
Tharleston	0	0	1
Roman Chief	0	0	2
Grayling	0	0	1
Topaz	0	0	1
Borneo Chief	0	0	1
The Shikar	0	0	1

Military Wedding.	1st	2nd	3rd
Lieut. V. G. Smyth	1	1	1
Miss V. Walker	1	1	1

The wedding took place this afternoon at St. John's Cathedral, of Miss Veronique Walker, daughter of Dr. and Mrs. T. M. Walker, of Weymouth, Dorset, England, and Lieut. Villiers Gordon Smyth, son of Col. O. S. Smyth, D. S. O., and Mrs. Smyth, of Bedford, England.

The service was conducted by the Rev. Cooper-Hunt, with Mr. Danman Fuller at the organ.

Mr. E. E. Major-General F. H. Kelly, C.B., gave the bride away, and Lt. F. L. L. F. Roupell, R.G.A., was the best man.

LOCAL SPORT.

Saturday's Football and Cricket.

On Saturday afternoon, the Navy beat the R.E. in a United Services League match by the only goal scored in the game. The match was well fought out, and was certainly one of the most interesting of the season, the Navy winning by accurate passing and fast foot-work.

The Engineers, had they been as strong in the forward line as they were in defence, would have won, for the latter put up an excellent game and the only time they were beaten was when the Navy, after some really pretty play, scored the only goal midway through the first half.

CRICKET.

D.S.O.B. Association v. C.R.C.
A friendly match was played between the above teams on the C. R. C. ground on Saturday. The game resulted in a win for the Diocesan Old Boys. Scores as follows:—

D.S.O.B. Association:	
A.H. Ramjaha, c Wei, b Ng...	23
W. Hall, c Mowfung, b Yew...	17
R. Southerton, lbw, b Ng...	14
F.W. Farrer, hit wicket, b Yew...	6
W.H. Vivesash, b Ng...	9
S. Jex, c Wei, b Lee...	11
G. Wilson, c and b Ng...	9
A.J. Kew, b Ng...	0
W. Gittins, run out...	0
Lau Fook Kee, b G. Lee...	0
H. Gittins, not out...	0
Extras...	4

Total ... 99

Bowling.

O. M. R. W.	
Un. Hsu Fan...	3 0 14 0
Yew Man Chung...	8 1 40 2
Ng Sze Kwong...	8 0 38 5
George Lee...	3 0 5 2

C.R.C.

Yew Man Chung, b Southerton...	4
Wong Po Kwong, b Southerton...	7
Ng Sze Kwong, b Wilson...	9
George Lee, b Southerton...	0
Ng Sze Chong, c Southerton...	12
W. Wilson...	19
Wei Wing Hong, c Wilson, b...	19
Un. Hsu Fan, c Vivesash, b...	10
Gen. Lam, not out...	8
Fred Mowfung, c & b Vivesash...	0
Wong Cho Ting, b Vivesash...	0
James Lam, c Kew, b Vivesash...	7
Extras...	5

Total ... 81

Bowling.

O. M. R. W.	
R. Southerton...	13 2 28 5
S. Jex...	3 0 10 0
G. Wilson...	6 1 21 2
W. Vivesash...	3 3 0 17 3

Civil Service v. Kowloon.
This match, played at Kowloon on Saturday, resulted in a splendid win for the home team, mainly by reason of the batting of G.P. Robinson and the effective bowling of Overy and Evans.

Scores:—	
P. T. Lamble, b Overy...	2
R. O. Witcomb, b Overy...	4
C. J. Tsochi, c sub, b Evans...	0
Hon. Mr. C. Severn, c & b Overy...	0
R. E. O. Bird, run out...	0
C. Sara, b Evans...	19
W. Hill, c and b Evans...	3
W. H. Edmonds, not out...	7
C. W. Wood, b Evans...	0
Extras...	6

Total ... 47

Bowling.

O. M. R. W.	
Overy...	12 3 22 3
Evans...	12 5 19 4

B. D. Evans, c Silkatone, b...	13
Witchell...	14
K. McLennan, b Edmonds...	3
Major Blansfield, b Bird...	59
J. P. Robinson, retired...	15
J. H. Mead, at Sara, b Bird...	0
A. E. Silkatone, b Bird...	0
H. Overy, not out...	4
E. J. Edwards, not out...	3
W. L. Weaver, A. W. Davison, and J. T. Finch, did not bat...	4
Extras...	4

Total ... 115

Bowling.

O. M. R. W.	
Bird...	11 1 38 3
Witchell...	7 0 24 1
Hon. Mr. Severn...	4 0 24 0
Edmonds...	4 0 23 1
Wood...	5 1 4 0

LATEST WAR TELEGRAMS.

(Continued from page 1.)

German Seaplane Lost in the North Sea.
Feb. 27, 3.10 p.m.

A trawler has landed, at Lowestoft, two German aviators, who were picked up in the North Sea on Tuesday morning, clinging to the wreckage of a seaplane.

They said they left Ostend on Sunday night. The machine broke down early on Monday and descended well out to sea. They clung to the wreckage for thirty hours before the trawler sighted them, and, when they were picked up, they were in a terribly exhausted condition and nearly unconscious.

Roumanians Cheer French General.

(Havas Telegram.)

Feb. 25.

Our artillery at Lombardzyde destroyed a blockhouse and several observation places. In Champagne we maintained our progress, repulsing all German counter-attacks.

Our sirmen bombarded, very effectively, railway stations, trains, and gatherings of enemy troops.

We made new progress between Argonne and the Meuse.

Our artillery destroyed armoured shelters.

The enemy has been unable to regain lost trenches.

General Pau, on his way to Russia, stopped at Bucharest.

He received an ovation by an enthusiastic crowd bearing French flags and singing the Marseillaise.

M. Filippov, the late Minister for War, officially welcomed General Pau. He delivered a speech expressing Francophile and Interventionist feeling.

New German Warfare.

Feb. 27, 5.25 p.m.

Reuter's correspondent at Paris states that the official communique says there is nothing new to report from the sea to Champagne. Our artillery in Argonne exploded a German ammunition depot.

The Germans, in the wood at Malancourt, again sprayed one of our trenches with burning liquid. The trench had to be abandoned, the occupants being seriously burnt.

A counter-attack immediately prevented the Germans inflicting losses on the burnt men and we took a number of prisoners.

Fine Work at Verdun.

Our artillery in the region of Verdun, on the heights of the Meuse enveloped with fire the German batteries, wrecking some guns and exploding about twenty ammunition magazines, and also annihilated a detachment of Germans and destroyed an entire encampment.

The struggle in Bois Brule is progressing to our advantage.

Zeppelin Wrecked in the Adriatic.

Feb. 27, 12.45 p.m.

A Paris telegram from Rome states that one of two Zeppelins flying over Pola was carried away by a violent storm. The crew were drowned in the Adriatic.

Reuter's Jubilee Presentation.

Feb. 24, 4 p.m.

The London staff of Baron Reuter, on the occasion of the jubilee of the company, presented an address expressing their loyalty and regard, together with a souvenir—a Greek amphora in silver.

Many letters and telegrams of congratulation have been received from Ministers and Ambassadors, Dominion High Commissioners, the Lord Mayor and others.

Important Russian Success.

Feb. 27, 2.15 a.m.

Reuter's correspondent at Petrograd reports that the official communique states:—Our successes in the Prasnys region on February 24 and 25 and the night of February 26, are of a most important nature. The Russian troops shattered the enemy's resistance with rifle fire and the bayonet, and advanced vigorously, the enemy retiring on the whole front, abandoning guns.

Mitralleuses, on commissariat armoured wagons, performed splendid service in the pursuit, the machine guns devastating the Germans, sometimes only at a distance of twenty yards.

The enemy's losses are most heavy and we captured on February 24 and 25, 2,630 prisoners, seven guns, eleven mitralleuses and an enormous amount of commissariat equipment.

Bombardment of Ossowice Commenced.

The communique states, however, that German siege guns opened the bombardment of the fortress of Ossowice on February 25.

The Germans, who crossed the river Niemen, have been driven back to the left bank. Fighting continues on the extensive front north of Grodno. A fierce German attack between Bibr and Edvado has been repulsed with enormous loss.

German Attacks Repulsed in Galicia.

The German attack in the district of B. rzim E, on the left bank of the Vistula, has been repulsed.

Nothing important has transpired in the Carpathians but repeated Austrian attacks in western and eastern Galicia have been repulsed.

Heroic British Hold a Trench.

(Official Telegrams from the British Foreign Office.)

Feb. 28.

Field Marshal French reports that during the last few days operations have been hindered by thick mist and rain. No infantry attack was undertaken by either side, except intermittent fighting along Ypres canal, which did not lead to any change in the position of the contending forces. The heroic conduct of two British, who held a communication trench for a considerable time, unaided, has been specially mentioned and praise has been given to machine gun sections which inflicted heavy loss on the enemy.

Dardanelles Forts Reduced.

Feb. 28, 1.5 a.m.

The Admiralty issues the following statement:—The weather moderating the bombardment of the outer forts of the Dardanelles was renewed at 8 o'clock this morning, February 28. After a period of long range fire, a squadron of battleships attacked at close range. All the forts at the entrance of the Straits have been successfully reduced. Operations are continuing.

German Blockade Failure.

Feb. 28, 11.50 a.m.

The Admiralty issues the following statement:—During the week February 18th to 24th, seven British ships were sunk by German submarines, while the aggregate of sailings and arrivals to and from British ports during that period was 1,381. Since the beginning of the year the average weekly aggregate was 1,433. Contrary to German statements no British transport has been sunk.

DAIRY FARM NEWS.

REDUCTION IN PRICES

FROM 22ND FEBRUARY.

WE ARE PLEASED TO ANNOUNCE THAT WE HAVE REDUCED OUR PRICES OF:

LOCAL MEATS

AND

OWN FED POULTRY.

NEW PRICE LISTS DATED 20th FEBRUARY 1915 CAN BE HAD ON APPLICATION.

THE CASE OF THE DACIA.

INTERESTING U.S. PRESS OPINION.

British Attitude Upheld.

In view of the seizure of the steamer Dacia, reported in our telegrams to-day, the following from the New York *Outlook*, written before the sailing of the vessel, is of interest:—

The problems arising from the transfer in ship ownership from a citizen of a belligerent power to the citizen of a neutral nation in time of war are acutely shown in the case of the steamer Dacia. This steamer, formerly owned by the Hamburg-American Line, was purchased since the outbreak of hostilities by Mr. E. N. Breitung, of Michigan, with the intention of using her to carry non-contraband cargoes from America to Germany. The Dacia is being loaded with cotton under the inspection of the British Consul at Galveston, in which port she is now lying.

This former German steamer was by our Government granted American registry. Doubt having been raised as to her exact status in international law, however, the State Department requested the English Government to permit her to make at least one trip without questioning the validity of her transferred registry. Apparently this action was taken somewhat on the principle of Rip Van Winkle's personal pledge, "We won't count this one."

The British Government has now declined to grant the request of our State Department, on the ground that it could not consent to waive any of its rights in the case of the Dacia, and assigned as one of the reasons for its position the fact that such action might constitute a precedent, which would be invoked to the prejudice of the British position in regard to enemy's ships transferred to neutral registry during the war.

Certainly England in taking this stand is within her rights. If the Dacia now clears either for a German port or a neutral port contiguous to German territory, she will doubtless be seized and brought before a British prize court. If by that court her new registry is declared to be invalid, there will then exist for our Government the proper opportunity for discussion, protest, or arbitration. Certainly, so far, the interest and rights of the United States in this matter have not in the least been violated.

Had Germany control of the seas, the same problems would arise, of course, in relation to the two English barques recently transferred to American registry and now lying in the harbour of New York. The problem in general is one in which principles rather than national prejudices are chiefly involved. In this particular case, however, the feeling among Englishmen, shown in more than one editorial comment, that the question of the Dacia's registry has been raised by German sympathisers in an attempt to "place the United States in a delicate and dangerous position towards England," cannot be entirely ignored. In this opinion, the rumour that the sale was made at a great reduction in price from the proper value of the steamer

involved may have had considerable influence. The value of this point, however, can be decided only in court.

Another Move by German Americans.

New York, January 28.

Mr. Edward N. Breitung, owner of the Dacia, is negotiating for the purchase of the *Seguranc*, a passenger ship, which he intends to convert into a cotton-carrying freighter. Another Ward liner, the *Vigilant*, has already been sold for a similar purpose by James E. Ward and Co., of New York (New York and Cuba Mail Steamship Company). A representative of Mr. Breitung is authority for this, which is confirmed by a Ward Line gentleman, who stated that Mr. Breitung and his associates are seeking to purchase other vessels, of British or American registry. He asserted that Mr. Breitung would not consider the purchase of another ship of German registry after his experience with the Dacia. The price of ships available to carry cotton has advanced 50 per cent. in a fortnight.—Reuter.

[In regard to the above, a Central News telegram says it is reported in New York shipping circles that Mr. Breitung has bought five more Hamburg-America liners, including the *Con tania*, *Georgia*, *Allemania*, and *Albrugia*.]

TO-DAY'S ADVERTISEMENTS.

PACIFIC MAIL STEAMSHIP COMPANY.

From SAN FRANCISCO, JAPAN PORTS AND MANILA.

S.S. "KOREA"

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining on board March 3rd, 1915 at noon will be subject to landing charges and if undelivered March 6th, 1915 at 5 p.m. will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown March 6th, 1915 at 9 a.m.

No claim will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before March 15th, 1915, otherwise they will not be recognized.

B. O. MORION, Agent.

Hongkong, 1st March, 1915.

HONGKONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

The Forty-Sixth Ordinary Meeting of Shareholders will be held at the Offices of the undersigned at 12.30 p.m. on Thursday, the 18th instant.

The Transfer Books of the Company will be closed from the 4th to the 18th instant, both days inclusive.

JARDINE MATHESON & Co., Ltd.

General Managers, Hongkong Fire Insurance Co., Ltd.

Hongkong, 1st March, 1915.

MACKINTOSH

& Co., Ltd.

Men's Wear Specialists.

NEW STOCK

OF

AERTEX CELLULAR.

KHAKI SHIRTS

WITH COLLARS ATTACHED.

16 DES VŒUX ROAD 16

WM. POWELL, LTD.

TELEPHONE 346.

THE HOUSE FOR CHILDREN'S WEAR.

FOR EVERY OCCASION.

INSPECTION INVITED.

Wm. POWELL, Ltd.

SPECIALISTS IN CHILDREN'S GOODS.

J. ULLMANN & Co.

The French Jewellery House.

Grand Assortment in

WRIST WATCHES.

PRICES RIGHT.

As DIAMOND MERCHANTS we are LEADING in the East.

ITALIAN GRAND OPERA

DOUBLE DISC RECORDS.

IL TROVATORE.

LA FRAVIA

CAVALLERIA RUSTICANA

PAGLIACCI

RIGOLETTO

FAUST

CARMEN

MIGNON

OTELLO

ERNANI

TOSCA

BARBIERE de SIVIGLIA, etc



THE ANDERSON MUSIC CO., LTD.

6, Des Vœux Road.

Telephone 1322.

"KING GEORGE IV" Scotch Whisky

Its world-wide popularity is due to its mature ripeness, soft refinement, and exquisite flavour.

One of the principal brands of

THE DISTILLERS COMPANY LIMITED

Edinburgh, Scotland.

SHIPPING

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents,
Bankers, &c.Head Office for the Far East:—16, DES VŒUX ROAD, HONG-
KONG, SHANGHAI: 2-3, Poochow Road. YOKOHAMA:
32, Water Street. MANILA: Manila Hotel.TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP
LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and
CASHED

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

THE AUSTRALIAN
ORIENTAL LINEHONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
ZHANGSHA	25th Mar.	6th April.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 93.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

The S.S. "Itola," tons 5,357, Capt. Butler, will be despatched for Shanghai, Yokohama, Kobe and Moji on the 16th Mar.

The S.S. "Umaria," tons 5,317, Capt. Elton, will be despatched for Shanghai, Yokohama, Kobe and Moji on the 22nd Mar.

WESTWARD.

The S.S. "Orissa," tons 5,436, Capt. Langlands, will be despatched for S'pore, Penang, Rangoon & Calcutta on the 10th Mar.

The above steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, Mar. 1, 1915.

Agents.

HONGKONG, CANTON, MACAO & WEST
RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON and MACAO
STEAMBOAT CO., LTD. and CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

MONDAY, 1st MARCH.

5.30 p.m. Kinshan. | 5.00 p.m. Fatsan.

TUESDAY, 2nd MARCH.

8.00 a.m. Honan. | 8.00 a.m. Heungshan.
5.30 p.m. Fatsan. | 5.00 p.m. Kinshan.

Single Fare by Night Steamer..... \$ 6.00
Return Fare by Night (available also for Return by day Steamer)..... 10.00
Single Fare by Day Steamer..... 4.00
Return Fare by Day Steamer..... 8.00

HONGKONG-MACAO LINE.

s.s. Sui Tai, tons 1,651. | s.s. Tai Shan, tons 2,006

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 8 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 8 a.m. & 2 p.m. Sundays at 8 a.m. & 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 7th MARCH.

The Company's new Steamship "TAISHAN" will depart from the COMPANY'S WING LOK STREET WHARF at 8 a.m. and return from Macao at 2 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday at 8 a.m., and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

REDUCED FARES 2nd CLASS and DECK.

CANTON-MACAO LINE.

s.s. Sui An.

Departures from Macao to Canton on Monday, Wednesday and Friday at 8 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO
STEAMBOAT CO., LTD., THE CHINA
NAVIGATION CO., LTD., and THE INDO-CHINA
STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

s.s. Salnam, 588 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 3 a.m., and the other leaves Wuchow for Canton on the same days at 1.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor),

Opposite the Blake Pier.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Subject to Alteration.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	\$Mishima Maru Capt. Wada \$Suwa Maru Capt. Murai	T. 16,000 T. 20,000	{THURS., 11th Mar. at noon. {THURS., 25th Mar. at noon.
VICTORIA, B.C., and SEATTLE via S'hai, Moji, Kobe, Yokkaichi, and Yokohama	\$Awa Maru Capt. Hori \$Shidzuoka Maru Capt. Deguchi	T. 12,500 T. 12,500	{WED., 3rd Mar. at noon. {THURS., 4th Mar. at noon.
SYDNEY & MEL- BOURNE, via Manila, Thurs- day Island, Townsville and Brisbane	\$Tango Maru Capt. Soyeda \$Nikko Maru Capt. Takeda	T. 13,500 T. 9,600	{TUES., 16th Mar. at 4 p.m. {FRI., 9th April at 4 p.m.
CALCUTTA via S'pore, Penang & Rangoon	Kawachi Maru Capt. Nakamura	T. 12,000	{FRIDAY, 5th Mar.
BOMBAY via Singa- pore and Colombo	Kanagawa Maru Capt. Tozawa	T. 12,500	{FRIDAY, 5th Mar.
MOJI & Kobe	Iyo Maru Capt. Okamoto	T. 12,500	{WEDNESDAY 10th Mar.
S'HAIR and Kobe...	Sanuki Maru Capt. Date	T. 12,500	{SUN., 7th Mar.
NAGASAKI, Kobe & Yokohama	Nikko Maru Capt. Takeda	T. 9,600	{MON., 15th Mar. at 10 a.m.
SHANGHAI, Kobe & Yokohama	Aisuta Maru Capt. Yoshikawa	T. 16,000	{WED., 10th Mar.

{ Fitted wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Mishima Maru	16,000 tons	Thursday 11th March
Suwa	25,000 "	" 25th March
Atsuta	16,000 "	" 8th April
Yasaka	25,000 "	" 22nd April
Miyasaki	16,000 "	" 6th May
Kitano	16,000 "	" 20th May
Fushima	25,000 "	" 3rd June

FOR AMERICA.

Steamers.	Displacement.	Leave Hongkong.
Awa Maru	12,500 tons	Tuesday 9th March
Shidzuoka	12,500 "	" 23rd March
Tamba	12,500 "	" 6th April
Aki	12,500 "	" 20th April
Sado	12,500 "	" 4th May

*Terminus Yokohama.

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
TIENSIN	.....Huichow	.....2nd Mar. at noon.
MANILA, CEBU & ILOILO	.....Teian	.....2nd Mar. at 4 p.m.
HAIPHONG	.....Sigan	.....4th Mar. at 10 a.m.
SHANGHAI	.....Anhui	.....4th Mar. at 4 p.m.
SHANGHAI	.....Linan	.....5th Mar. at 4 p.m.
MANILA, CEBU & ILOILO	.....Chinhua	.....9th Mar. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chidhu," "Taming," and "Teian." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teian."

SHANGHAI LINE.—The "Twin Screw steamers "Anhui" and "Chenan" and the S.S. "Kachow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Agents.

Hongkong 1st Mar., 1915.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Tjiljalap	JAVA	1st half Mar.	JAPAN	1st half Mar.
Tjilmanok	S'HAIR	1st half Mar.	JAVA	1st half Mar.
Tjikini	JAVA	1st half Mar.	S'HAIR	1st half Mar.
Tjilwong	JAPAN	1st half Mar.	JAVA	1st half Mar.
Tjilroem	JAVA	2nd half Mar.	S'HAIR	2nd half Mar.
Tjilpanas	JAVA	2nd half Mar.	JAPAN	2nd half Mar.
Tjilodas	JAVA	2nd half Apr.	JAPAN	2nd half Apr.
Tjikembang	JAVA	2nd half Apr.	S'HAIR	2nd half Apr.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

115

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Chiyo Maru	22,000 - 21 knots	Tuesday, 23rd March.
Tenyo Maru	22,000 - 21 knots	" 13th April.
Nippon Maru	11,000 - 18 knots	" 27th April.

Steamers via Shanghai leave at noon.

Steamers via Manila leave at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSION-ARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, MANZANILLO, SALINA CRUZ, PANAMA, CALLAO, IQUIQUE and VALPARAISO. THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES, ETC.

Anyo Maru 18,500 - 15 knots Wednesday, 10th March

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenharn
St. Albans	12th March.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Halchong	W. C. Passmore	TUES., 2nd Mar. at 1 p.m.
Halcan	J. W. Evans	FRI., 5th Mar. at 1 p.m.
Haljang	A. E. Hodgins	TUES., 9th Mar. at 1 p.m.

FOR SWATOW.

Halcan..... [A. H. Stewart] WED., 3rd Mar. at 1 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

LOG BOOK.

British Conditions on Ship

Purchases.

London, Jan. 6.—It may be

stated on good authority that if

President Wilson succeeds in pass-

ing the bill providing for the

purchase of ships and then buys

German vessels in American har-

bours, he will not find the British

Government placing obstacles in

his way, provided certain things

are not done. The British Govern-

ment holds that the transfer of

German ships to the American flag

would be a violation of the inter-

national law which provides that

under present circumstances no

action is permissible which would

permit these ships to escape the

consequences of being enemy

ships. It could be held, in British

officials' opinion, that the transfer

of the German vessels to the

American flag, even if the pur-

chase payments were not made

until after the war, would be

escaping the consequences of be-

ing enemy ships, as such action

would at least release the German

arms from the obligation of pay-

ing insurance and large charges

for upkeep while the ships are

lying idle. The Government here

is apparently willing to overlook

this objection and not object to

their transfer to the American

flag, provided German or Ger-

mans do not get the money at

once, and also that the ships are

not used in German trade. Should

the ships be placed in Latin-

American trade there would be

no objection. After the passage

of the law this Government doubt-

less will make known its views to

Washington officially and possibly

has informally done so already,

although it has been careful to

make no protest before legislation

is enacted. It seems quite certain,

however, that England will at

once protest if the proposal which

appeared in the British press this

morning of transferring the

steamer Dacia to the American

flag and sending her to Germany

laden with cotton is carried out.

England would consider, accord-

ing to a reliable informant, that

this would constitute a direct

effort of the Dacia to escape the

consequences of being an enemy

ship and England would there-

fore object.

The First Sailing Vessel in the

Panama Canal.

For the first time since the

completion of the Panama canal,

a square rigged ship, the John

Eas, will pass through the new

waterway within a few days, says

the San Francisco Chronicle. The

vessel is owned by A. P. Loren-

zen of this city and, under

command of Captain Olsen, was

towed down the Delaware Wedne-

day, bound from Philadelphia for

Japan with a cargo of 115,000

cases of oil, shipped by the Stan-

dard Oil Company. The John Eas

is a four-masted ship, and her

run through the canal will save

SHIPPING

INDO-CHINA STEAM
NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
SHANGHAI	Hangsang	Tues., 2nd Mar. at 4 light
S'PORE, Pang & Ocutta	Lalsang	Tues., 2nd Mar. at 3 p.m.
YHAMA, Kobe & Moji	Kutsang	Wed., 3rd Mar. at noon
HOHHOW & Haiphong	Loksang	Thurs., 4th Mar. at 10 a.m.
SHANGHAI	Kwongsang	Fri., 5th Mar. at 4 light
S'PORE, Pang & Ocutta	Kumsang	Fri., 5th Mar. at 3 p.m.
MANILA	Yuensang	Sat., 6th Mar. at 3 p.m.
MANILA	Loongsang	Sat., 13th Mar. at 3 p.m.
S'PORE, Pang & Calcutta	Yatsing	Tues., 16th Mar. at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei.
‡ Taking cargo on Through Bills of Lading to Khat, Lahad Datu, Simporia, Tawao, Usukan, Jesselton and Labuan.
For Freight or Passage,

Apply to JARDINE, MATHESON & CO., LTD.
Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM
PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"SHIRE" LINE SERVICE—HOMEWARD.

For	Steamer	Date of Departure
LONDON	Carnarvonshire	11th April.
LONDON	Monmouthshire	5th June.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.
Telephone No. 215 Sub. Ex. No. 9. Agents.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.
Telephone No. 215. Agents.

THE TAIKOO DOCKYARD
& ENGINEERING CO. OF
HONGKONG, Ltd.
TAIKOO DOCKYARD,
HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS,
FORGE-MASTERS, BRASS & IRON FOUNDERS, CON-
STRUCTIONAL ELECTRICAL & MECHANICAL
ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

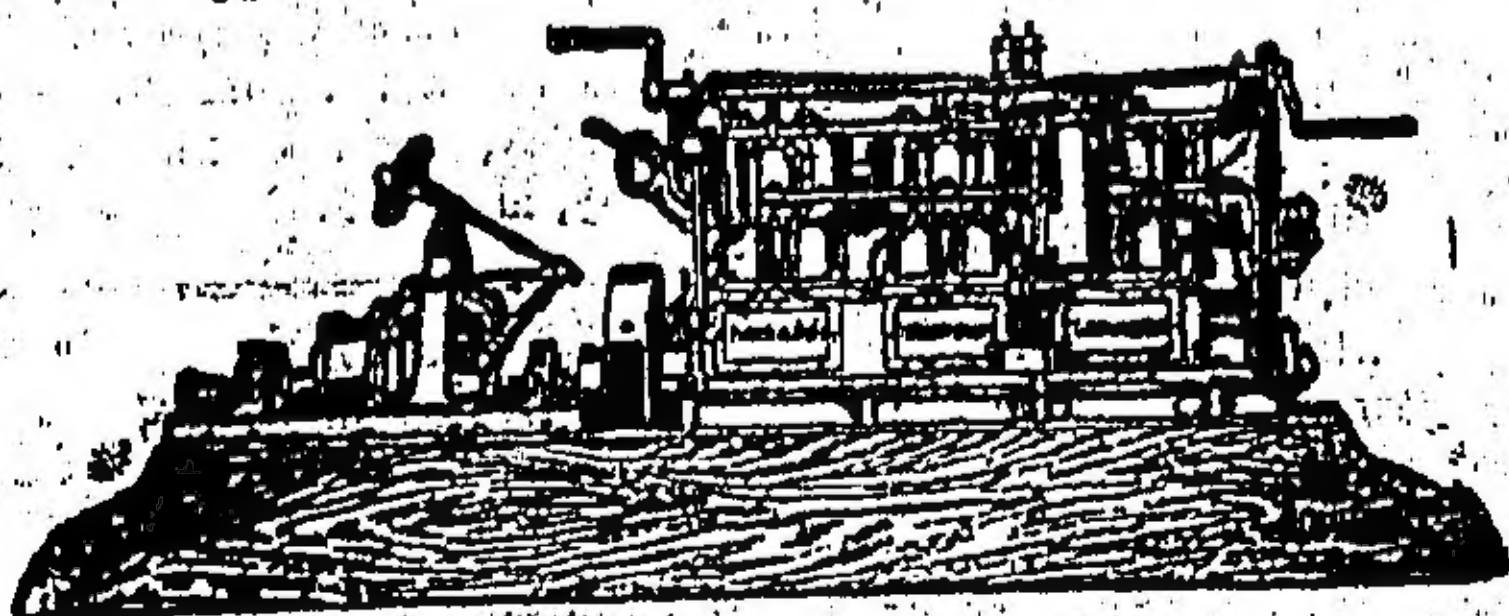
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
displacement, providing conditions for painting ships with most
efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
HEAD CRANES throughout the Shops, ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
Rivets, etc.

AGENTS for:—
JOHN L. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2
150 H. P.

As supplied to the British Admiralty & War Office.



O.S. type Motor and Reserve Gear.
B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT OF EVERY DESCRIPTION.

MOTOR-PUMPING AND LIGHTING SETS, MOTOR
VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK."

TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To.	To be De- spatched.
Europe, via Singapore etc.	Mishima M.	N. Y. K.	11, Mar.
Marseilles, London & Liverpool	C. of Corinth	B. L. L.	20, Mar.
Lidon, S'pore, via P'ang, C'bo, &c.	Namur	P. & O.	31, Mar.

NEW YORK, SAN FRANCISCO AND CANADA.

San Fco via Manila & Japan &c.	Persia	P. M. Co.	2, Mar.
Victoria, B.C., & Seattle etc.	Awa M.	N. Y. K.	3, Mar.
Boston & New York via Suez	Indrakula	J. M. Co.	6, Mar.
Victoria, B.C., & Tacoma, etc.	Mexico M.	O. S. K.	9, Mar.
Mexican, Peruvian and Chile			
Ports via Japan	Anyo M.	T. K. K.	10, Mar.
New York via Ports Suez Canal	St. Egbert	D. & Co.	17, Mar.
San Francisco via Shanghai etc.	Chiyo M.	T. K. K.	23, Mar.
Seattle via Nagasaki etc.	Minnesota	N. Y. K.	27, Mar.
San Fco via M'la & Japan &c.	Nippon M.	T. K. K.	27, Apr.

AUSTRALIA.

Australian Ports via Manila	St. Albans	G. L. Co.	12, Mar.
Australian Ports via Manila	Tango M.	N. Y. K.	16, Mar.

SINGAPORE, COAST PORTS AND JAPAN.

Tientsin	Hutchow	B. & S.	2, Mar.
Manila, Cebu and Iloilo	Tea	B. & S.	2, Mar.
Yokohama, Kobe and Moji	Kutsang	J. M. Co.	3, Mar.
Anping and Takao via Swatow	Sosho Maru	O. S. K.	3, Mar.
Shanghai	Anhui	B. & S.	4, Mar.
Singapore, Penang & Calcutta	Kumsang	J. M. Co.	5, Mar.
Shanghai	Linan	B. & S.	5, Mar.
Bombay via S'pore, etc.	Saigon M.	N. Y. K.	6, Mar.
Shanghai, Kobe & Yokohama	Atsuta M.	N. Y. K.	7, Mar.
Shanghai & Kobe	Sanuki M.	N. Y. K.	7, Mar.
Shanghai, Kobe and Yokohama	Polynesia	M. M.	8, Mar.
Manila, Cebu and Iloilo	Chinhua	B. & S.	9, Mar.
Singapore, Penang and Calcutta	Oriosa	D. S. Co.	10, Mar.
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	15, Mar.
Moji & Kobe	Banri M.	D. & Co.	16, Mar.
Shanghai, Y'hama, Kobe & Moji	Itoia	D. S. Co.	16, Mar.
Shanghai	Umaria	D. S. Co.	22, Mar.
Shanghai	Tjipanas	J.C.J. L.	Q. desp.
Shanghai	Tjitaroom	J.C.J. L.	Q. desp.
Shanghai	Tjikembang	J.C.J. L.	Q. desp.
Shanghai	Tjimanook	J.C.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tjikini	J.C.J. L.	Q. desp.
Java	Tjilwong	J.C.J. L.	S. half O.
Japan	Tjibodas	J.C.J. L.	F. half D.

TO SAIL

"INDRA" LINE LIMITED.

FOR NEW YORK VIA PANAMA CANAL.

For freight, passage and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.
Telephone No. 215, Sub. Ex. 9. Agents.
Hongkong, 12th February, 1915.

ELLERMAN LINE.

JAPAN, CHINA & STRAITS
TO
MARSEILLES, LONDON & LIVERPOOL.

For Steamer Sails
MARSEILLES & LONDON..... City of Corinth 20th March.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.
Hongkong, 22nd February, 1915. General Agents.

MOVEMENTS OF
STEAMERS.

AMERICAN MAIL.

The P. M. S. PERSIA will be des-
patched from this port on Tuesday, Mar.
2, at noon, for San Francisco, via Manila,
Nagasaki, Kobe, Yokohama & Honolulu.

The P. M. S. SIBERIA sailed from
Yokohama Thursday, February 25, for
Hongkong, via Manila. The mails have
been transferred to the Messageries
Maritimes Company's s.s. CHILL, schedul-
ed to arrive at Hongkong March 6.

MERCHANT STEAMERS.

The T. K. K. s.s. TENYO MARU will
next leave for San Francisco, via usual
ports, on Tuesday, 13th April, at noon.

The Barber Line s.s. ST. EGBERT left
New York for Hongkong via Suez Canal
on the 2nd January and is due to arrive
here about the beginning of April.

The s.s. ITOLA sailed from Calcutta
on the 20th inst., and may be expected
here on or about the 11th March.

The T. K. K. s.s. SHINYO MARU will
next leave Hongkong for San Francisco,
via usual ports, on Tuesday 11th May, at
noon.

The T. K. K. s.s. CHIYO MARU will
sail for San Francisco via Shanghai,
Nagasaki, Kobe, Yokohama, Yokohama
and Honolulu on Tuesday, 23rd March,
at noon.

VESSELS IN PORT.

Steamers.

Kanai, Fr. s.s. 745, Ch. Le Chevalier, 22nd
ult.—Pakhoi, 21st ult. Gen.—A.
H. Marty.

Lalsang, Br. s.s. 3,460, F. Mooney, 23rd
ult.—Moji, 15th ult. Gen.—J.
M. & Co.

Awa Maru, Jap. s.s. 3,412, T. Hori, 24th
ult.—Seattle, 26th Jan. Gen.—N.
Y. K.

Prometheus, Nor. s.s. H. Jensen, 25th ult.—
Bangkok, 16th ult. General—
T. & Co.

Halchig, Br. s.s. 1,362, A. E. Hodgins, 25th
ult.—Swatow, 24th ult. Gen.—
D. L. & Co.

Hopang, Br. s.s. 1,359, C. A. Robertson,
25th Feb.—Sourabaya, 16th Feb.
Sugar—J. M. & Co.

Kirin Maru, Jap. s.s. 3,401, D. Tada, 25th
Feb.—Singapore, 17th Feb. Gen.—
N. Y. K.

Taming, Br. s.s. 1,356, G. N. Pennefather,
26th ult.—Manila, 23rd ult. Gen.—
B. & S.

Loksang, Br. s.s. 979, R. W. Ritcher, 26th
ult.—Haiphong, 23rd ult. Gen.—
B. & S.

Standard, Nor. s.s. 894, H. N. Bell, 26th
ult.—Bangkok, 16th ult. Gen.—T. & Co.

Indraghri, Br. s.s. 3,460, Noel P. Pitcher,
26th Feb.—Manila, 23rd Feb. Gen.—
J. M. & Co.

Wenchow, Br. s.s. 360, Purdow, 26th Feb.—
Hohow, 25th Feb. Gen.—B. & S.

TO SAIL

CANADIAN PACIFIC
RAILWAY CO.'S
STEAMSHIP LINE.

THE INTERMEDIATE STEAMSHIP

WILL SAIL FROM HONGKONG FOR
VANCOUVER

Accepting Cargo and Passengers for Canada, the United States,
West Indies, London, etc.

Subsequent dates of sailing will be announced later.

Passage Rates:—

VANCOUVER £31; LONDON £43 & £45.

Rates to other points furnished upon application.

For Freight or Passage apply—

D. W. CRADDOCK.

Hongkong, 18th January, 1915.

AMERICAN & ORIENTAL LINE.

FOR NEW YORK AND BOSTON,
VIA PANAMA

For Freight etc. apply to

THE BANK LINE LIMITED

General Agents.

Hongkong, 29th January, 1915.

CONSIGNEES

AMERICAN & ORIENTAL
LINE.

FROM NEW YORK.

THE Steamship

"ROYAL PRINCE"

having arrived Consignees of

Cargo are hereby informed that

all goods are being landed at the

their risk into the Godowns of the

Hongkong and Kowloon Wharf

and Godown Co., Ltd. from

whence delivery may be obtained.

No claims will be admitted

after the Goods have left the Go-

downs, and all goods remaining

undelivered after the 2nd March,

will be subject to rent.

All claims against the steamer

must be presented to the Under-

signed on or before the 9th March

or they will not be recognized.

All broken, chafed, and

damaged Goods are to be left in

the Godowns, where they will

be examined on the 2nd March,

at 9.30 a.m.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by

THE BANK LINE, Ltd.,

General Agents.

Hongkong, 23rd February, 1915.

TO SAIL.

THE "INDRA" LINE Ltd.

For Boston & New York,
via Suez.

THE Steamship

"INDRAKUALA"

will be despatched as above on
Saturday, 6th March.

For Freight, Passage and
Further Particulars, apply to:—

JARDINE, MATHESON

& CO., LTD.,

Agents.

Telephone No. 215, Sub. Ex. No. 9.

Hongkong, 23rd February, 1915.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1: A.B.C. Fifth Edition. Engineering, First and Second Editions. Western Union and Weather.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR;

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—					
NAME OF DOCK OR SLIP	LENGTH OF KEEL BLOCKS	ENTRANCE WIDTH	DEPTH OF WATER AT LOW TIDE	DEPTH OF WATER AT HIGH TIDE	SLIP UP TIDE
KOWLOON					
No. 1 Dock, Kowloon	100'	100'	10'	12'	12'
No. 2 Dock, Kowloon	100'	100'	10'	12'	12'
No. 3 Dock, Kowloon	100'	100'	10'	12'	12'
Patent Slip, No. 1 Kowloon	100'	100'	10'	12'	12'
TAI-KO-ESUI					
Compass Slip, Dock	100'	100'	10'	12'	12'
ABERDEEN					
Hong Dock	100'	100'	10'	12'	12'
Patent Slip, Dock	100'	100'	10'	12'	12'

HEAD
OFFICE: KOWLOON.
Telephone No. 1 E.

Please Address Enquiries to the Chief Manager.

R. M. DYER B.Sc., M.I.N., Kowloon Dock Hongkong.

Telephone No. 22, Hongkong.

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, MONDAY, MARCH 1, 1915.

RACING REFLECTIONS.

THE NEW BETTING ARRANGEMENTS.

Backers Grumble at Slowness, Errors and other Things.

Whilst it is to be admitted that it is far easier to find fault with than to perfectly perform anything, at the same time it does not follow that criticism of the wrong should be taken exception to, or that any good would follow by overlooking the truth. Long before we were approached regarding the failure of the new betting management under the auspices of the Hongkong Jockey Club, we were very carefully watching its working. For it was three seasons ago that the Telegraph suggested that the Jockey Club should control and work the Pari-mutuel, just as the Government in France controlled it in that country. Naturally, then, we were quite pleased when we found that the desired change was being effected—though it must not be understood for a moment that we had any fault to find with the controller of the past—because we believed that if similar deductions were made from the turn-over as are made in France, either for the State or charity, these who are not fortunate enough to be able to enjoy the privileges of a day's racing would be able to derive some little comfort from the purse droppings of their more fortunate brethren. And, after all, racing wagers, whether large or small, to be within the bounds of morality, must be just what one can afford (purse-droppings) and not such as will inflict hardship on anyone. That being the argument it was reasonably asked why some of the cash which backers felt they could dispose of by a mild flutter should not benefit the numerous charitable organisations in our midst which need sustaining. And that, we take it, is the laudable intention of the Jockey Club, apart from any other consideration.

And now we come to the working of the system by the new management. In the way of bureau there was little to complain of, the extension being a decided advantage, while another feature which was very much appreciated was the special provision for big bets. Again, it was a new working arrangement, and the most cautious critic would overlook any little shortcomings on the first day, hoping, naturally, for an improvement on the succeeding days. In this instance it was unfortunate, however, that experience did not ripen accomplishment and the improvement looked for was not forthcoming. What was the reason? It is not for the writer or the reader of this article to say, but rather something for those who control the system to investigate. We are sure it is merely a matter for investigation, and we are buoyed up in this belief by the fact that in other years it was successful under an individual, and what can be done by one should not be difficult to do by another when it is not a question of the abnormal. The reckoning in connection with the winners was not very slow, though slower than in former years, but the totalling in connection with the placed ponies was a miserable failure. Ten minutes after the ponies had passed the post was a common delay before the shreds were in the position to go on with the paying-out and even then they worked so slowly that the sight of them was annoying. There was altogether too much talking in the booths, and the payment of \$5.10 could not be made without a prolonged discussion. The delay meant that had the start been late in the race the shreds

were paying out, and the start in the following race was prompt on time, or ten minutes before time—as it was on one occasion—then there was an accumulation of backers round the boxes that showed the system was not working smoothly. Sympathy too is usually with the backer, although it was not last week. To the backer it meant that if he had money to draw, with either a fancy or information for the next race, he had difficulty in being able to have a bet, since his money was tied up on the other side of the counter and he could not obtain its transfer. The cash sweeps were well arranged and worked in marked contradiction to the pari-mutuel, and why there should be this distinction or difference in working is for others to deal with.

All through the three days the new arrangements were a source of complaint, and many and loud were the protests to be heard. But on the Off Day, when one did look forward to an improvement, the crowd being smaller and the experience of the three big days being to the good, matters became hopeless when one was faced with several lots of returns on the last race of the day. Nobody appeared to know what the betting was, some gained by the ignorance and others lost patience over the constant changing of the figures. If one went to the wrong box and made a bet he would have little sympathy if he went back and said he had made a mistake and argued that he meant to back another. He would be told the mistake was not at the door of the management, but at his own. And all sportsmen would agree. But it appears that on Saturday this did not hold when the other party was in the pitch. For example we will give betting returns received by our reporter from the true, proper and recognised source. They were as follows: Turzum, \$18.90; Winning Hazard, \$66.20 (dead heat for first place); Turzum, \$18.90; Winning Hazard, \$22.10; Turzum, \$23.40, places. Changed to Turzum \$11.80 for a place; Turzum again \$13 for a win, and Winning Hazard reduced to \$35.70. On another occasion the places were shown as Turzum \$22.10. It must be remembered that the counting was, or was supposed to be, in the hands of experts, and where one can be pardoned for a slip, what can be urged in the favour of the man or the men, as they may be, who perpetrates a series of blunders at one time?

The "penicillars" at home would certainly think it a huge joke and the racing papers would certainly poke fun at any system that led to such results as we experienced here. As a matter of fact we were informed by one young man that on one occasion the Chinese were selling tickets when the ponies were finishing or had finished a race. Now most men are apt to enjoy the experience of backing a horse after it has won, apart from any considerations of money, as the joke appeals to him, though there are other men who would not mind making the trip out from home for the next meeting if they thought there was any likelihood of a repeat performance. We are anxious to see the system the success it should be and that is the reason we put forward this criticism.

There are people who talk much about the system in France who have not the slightest idea of what prevails on a French racecourse and who give voice to a lot of nonsense about what should and should not be. It may be well to explain, therefore, a few points in connection with the matter. As for the tickets on ponies, the French system was some four years ago, and we have not heard of a change, to have the numbers in big type just like a medium-sized date-book. As you backed the horse you selected from the box allotted to that number, the

slip or slips were torn off and everyone looking knew at a glance how many tickets had been sold for that horse. The slips were not flat on the desk so that only those at the front could see, but were hung on the back of the ticket box, so that they could be seen from a good distance. The people move along gangways too, so that single file is ensured, and that simplifies matters considerably. We do not advocate the arrangement of gangways here, because we are of the opinion that the present construction of the premises will not allow of it and that for the sake of one meeting a year it would not be worth the extra cost of reconstruction. But we do suggest that the tickets be hung in full view and that the number of the horse should be in big type, while the type stating the race, Jockey Club, etc., could be very much smaller. Then the boxes for the larger bets should be increased. Instead of a backer holding up hundreds of small backers whilst a shroff is working out the odds to five or six tickets, let the man who wants five tickets on a horse go to a particular box. We have the "fifty" boxes, and "twenty-fives" would be found a greater advantage still. When it came to paying out, the shroffs in the five dollar boxes would know exactly what to pay out to the investors at their boxes, and the shroffs in the ordinary boxes would not be faced with dollar and cent problems just when hundreds with but one ticket each are being held up. We feel sure that the public would appreciate the change and it would also be found to the advantage of the Jockey Club.

There is just one other thing we feel we should call attention to, and that is the poor telephone accommodation, particularly the arrangements for newspaper men who are anxious to get away their returns of the racing. There was but one telephone for everybody, and as it was in constant use, pressmen were continually delayed in getting their results through. The Press serves the public and deserves more consideration than it gets on these occasions. It is therefore to be hoped that by next year there will be one telephone box, or even two, set aside solely for the use of newspaper men.

This morning, we learn that an incident has occurred in connection with the cash sweeps which indicates that the government of these was not as faultless as we formerly believed. It appears that three friends drew Black Gem in the Tytan Handicap, and, of course, the pony won. On the board the amount won by the successful drawers was stated to be \$2,787.75 when the Telegraph and our two morning contemporaries took down the returns. Our information is that, far from the parties winning the amount stated, they received some \$900 less, it being explained to them, when they protested, that a mistake had been made. This, occurring in the case of people sharing tickets, and one of the subscribers being away, leaves an awkward situation.

Then in the case of the errors in the pari-mutuel, let us suppose the sum first declared and paid out to some backers was less than the sum declared later, what redress have those people who have drawn the smaller sum and handed in their tickets? It would be a curious situation if people went up demanding money as theirs was nothing to prove the bona fides of the claim. Would their word be taken that they were justified, like the word of others has to be taken that there was a mistake and in the circumstances, people had to receive less than what was first announced to be their due?

"THE QUANTS."

Talented Entertainers Commence Season To-night.

"The Quants," who open their season here to-night, arrived on Saturday after a most successful time in the Straits, and the F. M. S. They are anticipating a good season here, and the booking is proceeding merrily.

The record of "The Quants" is unique, inasmuch as they are the only concert company of their kind to have had the honour of appearing twice before His Majesty the King. They have also had engagements at six London theatres. The character of their entertainment is particularly suited to Eastern audiences, as the keynote of their performance is daintiness and humour, and, unlike most concert combinations, a pretty story is interwoven with the many musical numbers. As the interest commences from the rise of the curtain, and as the motif is explained in the Prologue, patrons should make a point of being in their seats by 9.15 p.m. sharp. The setting for the performance is entirely original.

The performances will be over at 11.30 each night, thus allowing patrons ample time to catch their ferry or tram.

"A BAD SCAMP."

An Opium Deal and Its Sequel.

This morning, at the Police Court, before Mr. J. R. Wood, a Chinese was charged with the theft of a quantity of Government opium.

The defendant admitted stealing the drug and said that a man named Chan Ohik asked him to steal the opium and sell it to him for \$7.

Evidence was called to the effect that when he was searched the defendant had in his possession seven sovereigns, which he attempted to throw away.

Mr. T. H. King, Assistant Deputy Captain Superintendent of Police, said that there appeared to be no cause for leniency and that the man was a bad scamp.

The defendant, when asked what he had to say, caused laughter in court by saying that in fact he did not steal the opium but had admitted doing so as he hoped he would then be discharged.

The magistrate sent him to prison for three months with hard labour.

Chan Ohik, who was charged with having the money in his possession, was fined \$800, equivalent to ten times the worth of the opium.

TRAM CONDUCTOR CHARGED.

Alleged Counterfeit Tickets.

At the Police Court, to-day, Mr. J. Stodart-Kennedy, manager of the Hongkong Tramway Co., Ltd., charged a Chinese tram conductor with forging and uttering counterfeit tickets in exchange for fares.

It is alleged that twenty such tickets were discovered yesterday. Mr. W. E. L. Shearson, of Messrs. Deacon, Looker, Deacon, and Harston, appeared for the prosecution and the case was remanded until Thursday morning at 10 o'clock.

St. Patrick's Day to be Celebrated in Manila.

Manila Irishmen are busy preparing for the great celebration of March 17. It is said that the celebration of St. Patrick's day this year will surpass anything that has been seen in Manila so far. A meeting was held last week to lay out the plans and for the appointment of committees.

HONGKONG TRADE.

The Outlook Satisfactory.

The following extracts are from the fortnightly prices current and market report issued by the Hongkong Chamber of Commerce under date of February 28:—

Cotton Piece Goods.—The market re-opened on the 17th inst. and small New Year sales were effected of grey and white shirtings, T. cloths &c. Clearances are brisk. The Manchester market is firm and prices are advancing.

Fancy Cotton Goods.—The annual settlement passed off without any very serious failures locally. No New Year sales are reported from first hands, prices on this side being far below home parities. Although values have improved here, there is little prospect of connecting business in the near future. Clearances are comparatively good.

Cotton yarn.—The improvement reported last has been maintained and, notwithstanding the Chinese holidays, a fair amount of business took place, in view of comparative paucity of stocks in the interior. Prices have further slightly strengthened. Quotations are:—No. 10s at \$79/110. No. 12s at \$85/102. No. 16s at \$87/111. No. 20s at \$90/123. Arrivals 5,000 bales. Sales 6,000 bales. Shipments nil. Unsold stock 30,000 bales. Bargains 36,000 bales.

Metals.—There is little to report, dealers being unwilling to pay the advanced prices. The tone of the market in London is distinctly firm, and with increased freight rates prevailing, higher values may be expected. Prices locally are firm, with an upward tendency but little business passes.

Flour Market Report.—American Market: Prices are strong, and the amount of wheat still in farmers' hands is very small. Local Market: Clearances, except for coast ports, continue very small, and stocks are about the same. There appear to have been some gambling purchases by dealers here but little business for consumption. Under special permit a large lot of North China flour has arrived here from Shanghai at prices which would tend to entirely disorganize the market, should importations continue.

FATHER GABARDI.

Celebrates His Jubilee.

This morning, at the Roman Catholic Cathedral, the Rev. Fr. P. Gabardi celebrated his jubilee in the priesthood. He was ordained in the year 1890, at Milan. High Mass, celebrated by Fr. Gabardi, was well attended by the members of the Catholic community. Among those assisting were His Lordship Bishop Pozzoni (who was ordained a priest thirty years ago yesterday), the Ven. Archdeacon of Macao, the Director of St. Joseph's College, Macao, the Vicar General of Macao, and several other clerics from Macao, as well as the local priests and brothers. At five o'clock this afternoon there will be a special sermon by the Vicar General of Macao, and later at the Club Lusitano, five addresses will be presented to Fr. Gabardi.

The Filipino "Rebellion." American Pressmen evidently have their own opinion of the Philippine brethren's account of the recent disturbance in Manila. The Kansas City Star observes: "The *El Dorado* Republican reports that it took two privates and a corporal, armed with chairs, to put down the latest Filipino rebellion."

EX-MANDARIN'S STORY.

Alleged forcible Detention.

An interesting story of the forcible detention of a former Chinese mandarin, and a man of wealth, was unfolded this afternoon before Mr. J. R. Wood, at the Police Court. Four men were charged with detaining Chin San-tan alias Lam Chung-hang, with intent to procure a ransom.

Inspector M. O'Sullivan appeared for the prosecution, and Mr. Dixon, of Messrs. Wilkinson and Grist, for the defence.

The complainant, who formerly lived at Fukien, said that the first defendant came to his house and showed him a paper purporting to be a warrant for his arrest, on a charge of being a revolutionary. He was taken to a house in Tung Shing Lane and, while detained there, the defendant and four others forced him to write a letter stating that \$3,000 had been fixed as the price of his liberty. The men, however, eventually agreed to accept \$200. In the meantime, the police, who had been informed of the disappearance of the complainant, made enquiries which led to the arrest of the four defendants.

A Chinese detective, who made the arrests, deposed to finding the defendants and the complainant in the same cubicle.

In answer to Mr. Dixon, witness said that at the Police Station the first defendant claimed that the complainant owed him \$200 on a promissory note which the latter had torn up. He did not know it was a fact that the complainant was wanted by the Chinese Government who had offered \$2,000 for his arrest.

The case was proceeding as we went to press.

VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieut.-Col. A. Chapman, V.D., state:—

Musketry (Standard Test).—Musketry (Trained men and Recruits) will be carried out as follows:—Saturday, 6th instant at 2.30 p.m. and Sunday, 7th inst. at 9.30 a.m. Engineer Company. Members must attend punctually at the times stated above. Any man arriving late will not be allowed to fire. Note. Only members who have fired Part I can fire the Standard Test. Officer on duty in the Batts, Saturday, 6th inst., Lieut. Danby; Sunday, 7th inst., (to be named later). An Officer of the Engineer Company will be present each day to take charge of the firing point and sufficient N.C.O.s of the Engineer Company will attend to assist the Instructor. Field glasses should be carried by every man possessing them. Resignation:—Pte. R. T. Garcia is permitted to resign, dated 5.2.15.

Parades.—Parades for Tuesday, 2nd instant: 5.15 p.m., No. 1 Section Artillery Battery and Left Section M. G. Co.—10 p.m. drill at Headquarters. No. 2 Section Artillery Battery, Bayonet fighting on the Cricket Ground. Sergt. Bullock will attend. One Machine Gun Section of the Scouts Company, M. G. drill at Headquarters. Remainder, Aim-jog Drill and Musketry Exercises on the Cricket Ground under Company Commanders. Recruits under an Instructor.

Detail.—Orderly Officer, 2nd Lieut. Cunningham. Orderly Sergeant, Sergt. Schepel. To furnish Guard to-night, Scouts Company, to-morrow, Scouts Company.

AFFAIRS IN CHINA.

A Revolutionary Declaration.

The following has been sent to the editor of the *N. O. Daily News*.—Sir, Our nation is in very serious danger owing to the complications between China and Japan.

The Japanese have used the activity of the revolutionaries to intimidate the Central Government and to gain their objects as demanded. If their demands are accepted, our nation will perish.

Our party has always taken the national interest into our foremost consideration. If beneficial to our nation, what sacrifice would we not make?

Members of our party in Shanghai have met and decided to circulate our party everywhere to dissolve our organizations temporarily and discontinue our activities.

Whatever discussion or insinuation may be made outside, be certain that it is far from our true sentiments.

Kindly insert this in your valuable paper.

We are, etc.
THE REVOLUTIONARIES
RESIDENT IN SHANGHAI

VON DER TANN MYSTERY.

U.S. Rumour Repeated by a Paris Newspaper.

Paris, Jan. 28.

The *Journal* learns from Rio de Janeiro that the German cruiser *Von der Tann* was sunk during a conflict by the British battleship *Invincible*, and that the crew, composed of 883 men, were drowned.

The *Invincible* was not damaged.—Exchange.

The *Globe* has been aware for some time of the stories concerning the fate of the big German cruiser in the Southern Atlantic. Accounts of how this vessel was destroyed have appeared in various forms in American newspapers for more than a month past, but no indication has been given by the Admiralty that the *Invincible* has reported any success.

[The *Von der Tann* is (or was) the German "adventurer" ship which made the famous tour of Southern American ports. Her normal displacement is recorded as 19,400 tons, with a complement of 910, and an armament including eight 11-inch, ten 6-inch, and sixteen 24-pounder guns, plus four torpedo tubes.]

SPECIAL POLICE RESERVE.

The 1st British Company will parade at the Central Police Station at 5.30 p.m. sharp on Friday, March 5th.

The 1st Chinese Company will parade at the same time and place on Tuesday, March 2nd and Thursday, March 4th.

TO-DAY'S ADVERTISEMENTS.

NOTICE.

The Offices of the China and Japan Telephone and Electric Co., Ltd. have this day been removed to 16, Ice House Street, Hongkong, Tel. March 1915.

WANTED.

WANTED. By a Bachelor Board and Residence with respectable family. English preferred. Lower levels. Apply to XXX, c/o Hongkong Telegraph.

PUBLIC AUCTION.

CEO. P. LAMMERT.
AUCTIONEER, SHARE &
GENERAL BROKER

PRELIMINARY NOTICE.

THE Undersigned has received instructions from the well-known dealer, Loh Ven Kee (Shanghai), to sell by Public Auction on
MONDAY & TUESDAY,
the 8th & 9th March, 1915, commencing each day at 2.30 p.m. at his Sales Rooms, Duddell Street,
A Large and Valuable Collection of Antique China and Curios.
Full particulars will appear later.
CEO. P. LAMMERT,
Auctioneer.

NOTICES

HONGKONG GYMKHANA CLUB.

The Annual Meeting of Members will be held on Tuesday next at 5.15 p.m. at the rooms of the Jockey Club, Ground Floor of Annex of Hongkong Club. Members of the Jockey Club interested in Gymkhana are invited to attend.

G.  R.

TENDERS.

Sealed tenders are invited for Upholstery, Dyeing, Dry-cleaning work and Miscellaneous articles for H.M. Naval Establishment for one year from the 1st April next.

Tenders will be received at the Commodore's Office until noon on Monday, the 8th March, 1915.

Forms of Tender may be obtained on application to the Naval Store Officer, H.M. Naval Yard.

The right is reserved of rejecting all or any tenders and of accepting any portion of a tender.
(Sd.) F. WESTON,
Naval Store Officer.

Hongkong, 26th February, 1915.

DIOCESAN GIRLS' SCHOOL KOWLOON.

School Work will recommence on Tuesday, March 2, at 9 a.m. Boarders return on Monday afternoon, March 1.

CONSIGNEES

"INDRA" LINE LIMITED.
NOTICE TO CONSIGNEES.
FROM NEW YORK.

The Steamship
"INDRAGHRI"
having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 5th prox. at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 5th prox. at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by—
JARDINE, MATHESON & Co., Ltd.
Agents.

Hongkong, 26th February, 1915.

Don't forget after the Show Supper, and Light Refreshments
AT THE "INDRA" CAFE.
Great T.M. M. night.

ENTERTAINMENTS.

THEATRE ROYAL.

Under the distinguished patronage of H.E. the Governor,
Sir Henry May, K.C.M.G.

TO-NIGHT! TO-NIGHT!!

HENRY DALLAS

PRESENTS.

R. B. SALISBURY'S COMPANY

THE QUANTS

IN

PIERROT LAND.

Direct from WYNDHAM'S THEATRE, LONDON. Written and produced by R. B. SALISBURY.

Music by DICK HEWLETT and GEORGE BUCHANAN.

Plan now open at **MOUTRIE'S**

Prices: \$3.00, \$2.00 & \$1.00

Doors open 8.45 p.m.

Commence at 9.15 p.m. SHARP.

For the Convenience of Patrons late Cars and Ferries will run to the Peak and Kowloon respectively.

THEATRE ROYAL, HONGKONG.

SATURDAY, APRIL 3RD,
AT 9 P.M.

GRAND EVENING CONCERT.

PROCEEDS TO GO TO

ALLIED FORCES' TOBACCO FUND.

Under the distinguished patronage of H.E. the Governor,
Sir Henry May, K.C.M.G., H.E. Major-General Kelly, C.B., and
Commodore Anstruther, C.M.G.

Special programme by well-known local artistes, concluding with an amusing Sketch, entitled

"PACKING UP"

as performed with great success in London and abroad.
BAND OF 25th PUNJABIS
By kind permission of Lt.-Col. Moberly, and Officers.

PRICES AS USUAL.

Booking at **MOUTRIE'S.**

VICTORIA THEATRE.

TUESDAY, 2nd March.

COME! COME!! COME!!!

and see

PATHE'S

Great Exclusive Coloured Picture

in 3 parts.

"A CRIME FOR LOVE"

The Most Magnificent Picture Ever Screened.

The Great Comic Film.

"WIFFLES WEDS A SUFFRAGETTE"

Look out for **MAX LINDER** in "Too Much Mother-in-Law"

a 2 part Comic Picture.

BIJOU SCENIC THEATRE.

Commencing Saturday, 27th Feb.

the powerful drama

"THE DEVIL'S DAUGHTER"

in 3 Parts—Length 5,000 Feet.

"UPS & DOWNS" great comic.

"LOVE'S CUNNING" comedy.

"WAR PICTURE"—10th SERIES, etc. etc.

FRENCH LESSONS

G. MOUSSON

15, Morrison Hill Road

OFFICIAL MARKET PRICES

Hongkong, February 10, 1915.

BUTCHER MEAT.

Beef Sirloin & Prime Cut,—Mei Lung Pa	lb.	19
" Corned,—Ham Ngau Yuk	"	19
" Roast,—Shiu	"	17
" Breast,—Ngau Lam	"	15
" Soup,—Tong Yuk	"	20
" Steak,—Ngau Yuk Pa	"	30
" do,—Sirloin—Ngau Lau	"	24
" Sausages,—Ngau Cheung	"	10
Bullock's Brains,—No	per set	60
" Tongue, fresh,—Ngau Li	each	60
" corned,—Ham Ngau Li	"	60
" Head,—Ngau Tau	"	\$1.00
" Heart,—Ngau Sam	"	14
" Hump, Salt,—Ngau Kin	"	20
" Feet,—Ngau Keuk	"	11
" Kidneys,—Ngau Yiu	"	11
" Tail,—Ngau Mei	"	18
" Liver,—Ngau Kon	"	13
" Tripe (undressed)—Ngau To	"	6
Calves' Head & Feet,—Ngau-tai-tau-keuk	set	\$1.00
Mutton Chop,—Yeung Pei Kwat	lb.	25
" Leg,—Yeung Pei	"	25
" Shoulder,—Yeung Shau	"	24
" Saddle	"	27
Pigs Chitlings,—Chu Chong	"	24
" Brains,—Chu No	per set	24
" Feet,—Chu Keuk	"	13
" Fry,—Chu Chap	"	15
" Head,—Chu Tau	"	18
" Heart,—Chu Sam	"	18
" Kidney,—Chu Yiu	"	18
" Liver,—Chu Kon	"	24
Pork Chop,—Chu Pai Kwat	"	24
" Corned,—Ham Chu Yuk	"	23
" Leg,—Chu Pei	"	20
" Fat or Lard,—Chu Yau	"	20
Sheep's Head and Feet,—Yeung Tau Keuk	set	8
" Heart,—Yeung Sam	"	8
" Kidney,—Yeung Yiu	"	12
" Liver,—Yeung Kon	"	22
Smoking Pigs, to order—Chu Tsai	"	20
Suet, Beef,—Shang Ngau Yau	"	26
" Mutton,—Shang Yeung Yau	"	19
" Veal,—Ngau Tsai Yuk	"	20
" Sausages,—Ngau Tsai Cheung	"	20
" Lard,—Chu Yau	"	20

POULTRY.

Chicken,—Kai Tsai	lb.	30
Capon, Large, Small,—Sin Kai	"	30
Ducks,—Ap	"	20
Doves,—Pan Kan	"	18
Eggs, Hen,—Kai Tan (cooking)	per doz	20
Fowls, Canton,—Kai	lb.	30
" Hainan,—Hoi Nam Kai	"	30
Geese,—Ngo	"	24
Pigeons, Canton,—Pak Kap	each	28
" Hoihow,—Hoi How Pak Kap	"	25
Snipe,—Sha Tsui	each	20
Turkeys, Cook,—Fo Kai Kung	lb.	60
" Hen, " " Na	"	45

FISH.

Barbel,—Ka Yu	lb.	18
Bream,—Pin Yu	"	18
Canton Fresh Water Fish,—Hoi Sin Yu	"	15
Carp,—Li Yu	"	20
Catfish,—Ohik Yu	"	12
Odish,—Mun Yu	"	14
Crabs,—Hai	"	28
Cuttle Fish,—Mak Yu	"	18
Dab,—Sha Mang Yu	"	12
Dace,—Wong Mei Lap	"	13
Dog Fish,—Tit To Sha	"	10
Eels, Conger,—Hoi Man	"	13
" Fresh water,—Tam Sai Yu	"	18
Eels, Yellow,—Wong Sin	"	32
Frogs,—Tin Kai	"	33
Garoupe,—Shek Pan	"	40
Gudgeon,—Pak Kap Yu	"	16
Herrings,—Tao Pak	"	20
Halibut,—Cheung Kwan Kap	"	20
Labrus,—Wong Fa Yu	"	28
Loach,—Wu Yu	"	26
Lobsters,—Lung Ha	"	28
Mackerel,—Chi Yu	"	20
Monk Fish,—Mong Yu	"	32
Mullet,—Chai Yu	"	18
Oysters,—Shang Ho	"	22
Parrot Fish,—Kai Kung Yu	"	12
Perch,—Tau Lo	"	18
Pike,—Fa Pau Fong	"	15
Plaice,—Pan Yu	"	15
Pomfret, Black,—Hak Chong	"	28
Pomfret, White,—Pak Chong	"	28
Prawns,—Ming Ha	"	28
Ray,—Pai Pa Sha	"	10
Rock Fish,—Shek Kau Kung	"	15
Roach,—Chun Yu	"	12
Salmon,—Ma Yan	"	30
Shark,—Sha Yu	"	7
Skate,—Po Yu	"	8
Shrimps,—Ha	"	25
Snapper,—Lap Yu	"	28
Soles,—Tat Sha Yu	"	26
Tench,—Wan Yu	"	16
Turbot,—Cho How Yu	"	18
Turtles, small, fresh water,—Kau Yu	"	60

FRUITS.

Almonds,—Bang Yan	lb.	35
Apples (California)—Kam Shan Ping Kho	"	18
" (Cheslop)—Tie Chun Ping Khe	"	18
" Small,—Hoi Tong	"	18
Bananas, fragrant, Canton,—San Shing Heung Ohu	lb.	18
" (brides), Macao,—San Heng Ohu	"	8
Chestnuts, Chinese,—Fong Lai	"	18

肉食

Caramalsb,—Yeung To	each	12
Coconuts,—Ye Tse	"	12
Grapes,—Po Tai Tsz	lb.	30
Lemons, China,—Ling Mung	"	8
" America,—Kam Shan Ling Mung	"	10
Lichees Dried,—Lai Chi, small Stone	lb.	28
" Fresh	"	5
Oranges, (Canton)—Shan-shang Tim Ohing	"	8
" Sweet	"	5
Pears, (American)—Kam San Shoot Lay	"	10
" (Canton), Cooking,—Shi Li	"	10
Peanuts,—Fa Shang	"	10
Perimmons Large,—Hung Tsai	"	10
Pine-apples, 1st quality,—Pan Ti Po Lo	each	1
" 2nd	"	1
Plantain,—Tai Ohu	"	1
Plums,—Swatow, Hung Lai	"	1
Pumelo, Siam,—Chim Lo Yau	each	14
" Shanghai,—Lo Kwat	"	15
Walnuts,—Hop To	"	15
" Green,—Sang Hop Tuo	"	15
Water Melon,—(Am.) Kom San Sai Kwa	each	1

VEGETABLES, &c.

Artichokes, Shanghai,—Sheung-hoi Ah Oh	lb.	8
" Ohuk	"	8
Beans, (French), Macao,—Oh Moon Pin Tau	"	8
" (French) Shanghai,—Sheung Hai Fin	"	8
" Sprout,—Ah Ohoi	"	10
" Long,—Tao Kok	"	10
Beet Root,—Hung Choi Tau	each	6
Bitter Squash,—Fa Kwa	"	8
Brinjals, Green,—Ching Yuen Kwa	"	6
" Red,—Hung Ke	"	8
Cabbage, Chinese, (common)—Ka—Tsai	lb.	19
Cabbage, Shanghai,—Ye Tsai	"	14
Cane Shoots, bunch,—Kau Shun	"	8
Carrots,—Kam Shan	lb.	6
Celery, Chinese,—Tong Kan Tsai	"	8
Chillies Dried,—Kon Lap Ohu	"	25
" Red,—Hung Fa Ohu	"	10
" Green,—Ching Lap Ohu	"	8
Curry Stuff, English,—Ka Li Ohu Lin	"	10
Cucumbers,—Ching Kwa	each	2
Garlic,—Sun Tau	lb.	8
Ginger, young,—San Tse Keung	"	6
" old,—Lo Keung	"	9
Horse Radish, Shanghai,—Lik Kan	"	12
Indian Corn,—Suk Mai	each	1
Lettuce,—Yeung Shang Tsai	"	1
Water Chestnuts,—Ma Tai	lb.	6
" Mandarin,—Kwai Lam Ma Tai	"	8
Mushrooms, Fresh,—Shang Cho Ko	"	35
Musk Melon, Amer.—Kam-san Hong Kwa	each	1
Okroes	lb.	1
Onions Bombay,—Yeung Ohong Tau	"	8
" Green,—Shang Ohong	"	6
" Shanghai,—Sheung-hoi Chong Tau	"	7
Parley,—Kun Tsai	lb.	8
Green Peas,—Ching Tau	"	1b.
Potatoes, Sweet,—Pan Shu	"	3
" Shanghai,—Sheung-hoi Shu Tsai	"	3
" Japan,—Yat Pan Shu Tsai	"	3
" American,—Fa Ki Shu Tsai	"	8
Pumpkin,—Tong Kwa	"	3
Radish,—Hung Lo Pak Tsai	"	5
Rhubarb (Fresh)—Tai Wong	"	1
Sage,—Tao So	"	1
Shallots,—Kon Ohung Tau	"	8
Spinach,—Yin Tsai	"	5
Tomatoes,—Fan Ke	"	8
Taro,—Wu Tau	"	4
Turnips, Punti, (Long)—Lo Pak	"	4
" English,—Yeung Lo Pak	"	4
Vegetable Marrow,—Chit Kwa	"	4
" (American)—Kam-san—bit & a	"	12
Water Cross,—Sai Yeung Tsai	"	6
" Lily root,—Lin Ngau	"	6
Yams,—Ts Shu	"	6
English,—Yeung Kan Ohoi	"	1
" Tau	"	1

海味

Pumpkin,—Tong Kwa	"	3
Radish,—Hung Lo Pak Tsai	"	5
Rhubarb (Fresh)—Tai Wong	"	1
Sage,—Tao So	"	1
Shallots,—Kon Ohung Tau	"	8
Spinach,—Yin Tsai	"	5
Tomatoes,—Fan Ke	"	8
Taro,—Wu Tau	"	4
Turnips, Punti, (Long)—Lo Pak	"	4
" English,—Yeung Lo Pak	"	4
Vegetable Marrow,—Chit Kwa	"	4
" (American)—Kam-san—bit & a	"	12
Water Cross,—Sai Yeung Tsai	"	6
" Lily root,—Lin Ngau	"	6
Yams,—Ts Shu	"	6
English,—Yeung Kan Ohoi	"	1
" Tau	"	1

The above prices are in accordance with the Government's list of maximum charges fixed by Proclamation as revised up to the 30th ult. The Proclamation also contained the following schedule of maximum retail prices:—

1. Flour:—	
(a) Highest Grade, per bag of 50 lbs.	\$4.50
per lb.	10
(b) Second Grade, per bag of 50 lbs.	4.00
per lb.	08
(c) Third Grade, per bag of 50 lbs.	3.50
per lb.	07
2. Tinned Milk:—	
(a) Sweetened Condensed Milk, per 1 lb. tin.	30
(b) Unsweetened Condensed Milk, per 1 lb. tin.	25
(c) Sterilized Milk, per tin, (18 oz.)	25
(d) Sterilized Milk, per 1 litre tin.	35
(e) Eagle Brand, per 1 lb. tin.	35
(f) Skimmed Milk, per 1 lb. tin	30
3. Sugar:—	
Ones, (in 6 lb. tins), per tin.	1.15
Refined Crystallized, per lb.	12
Granulated, per lb.	12
Soft, No. 1 quality, per lb.	12
No. 2	11
Cooking Salt, 2 cents per lb.	
4. Frozen Meat:—	
The Dairy Farm prices for frozen food and other stores published on 1st September, 1914, with all changes in prices shown in red ink, are the maximum retail prices for the articles enumerated in the price list of that date. [Approved copies signed by the Chairman and the Secretary of the Food Committee can be seen either at the Treasury or on the premises of the Dairy Farm Company in Wyndham Street.]	
5. Market Produce:—(See above)	
6. The prices of provisions imported from countries other than China (excepting those above enumerated) may not be raised more than 15 per cent. above the retail prices prevailing in the Colony on the 25th July, 1914.	
Note:—In consideration of the loss sustained by discount on subsidiary coinage, payment for all articles of food not exceeding \$2 in value (excepting the articles enumerated in clause 5 in Proclamation No. 18 of the 30th October, 1914, and in the above Schedule) shall if made in subsidiary coin be subject to an additional charge of 15 per cent.	

菓子

Almonds,—Bang Yan	lb.	35
Apples (California)—Kam Shan Ping Kho	"	18
" (Cheslop)—Tie Chun Ping Khe	"	18
" Small,—Hoi Tong	"	18
Bananas, fragrant, Canton,—San Shing Heung Ohu	lb.	18
" (brides), Macao,—San Heng Ohu	"	8
Chestnuts, Chinese,—Fong Lai	"	18

S.-SYLLABUS SA.-SALES B.-BUYERS N.-NOMINAL

Cannot be Beaten, if Equalled
For Bread, Cakes, Confectionery,
and meals with Wines & Liqueurs

